

Designing Streets, Planning Apps and RCC



Content

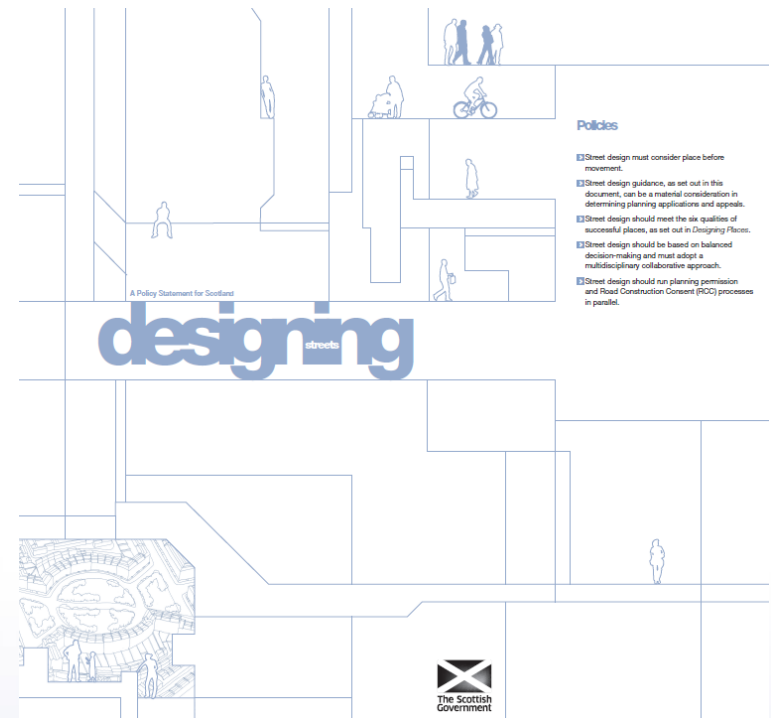
- Policy Position
- Preparation
- Pre-application discussions
- Guidance and Standards
- Common Design Issues
- RCC Submission
- RCC Changes
- Road Adoption

Designing Streets

National Planning Policy

Good street design should derive from an intelligent response to location, rather than the rigid application of standards...

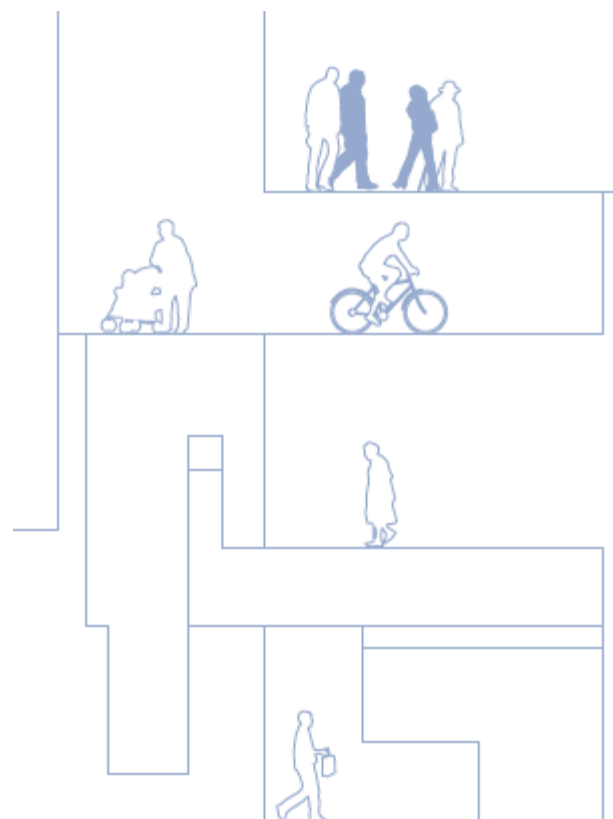
Designing Streets is **not** a standards-based document. Balanced decision-making is at the core of this policy. Design-led solutions must be employed.



designing streets

Policies

- ▶ Street design must consider place before movement.
- ▶ Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- ▶ Street design should meet the six qualities of successful places, as set out in *Designing Places*.
- ▶ Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ▶ Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.



policy

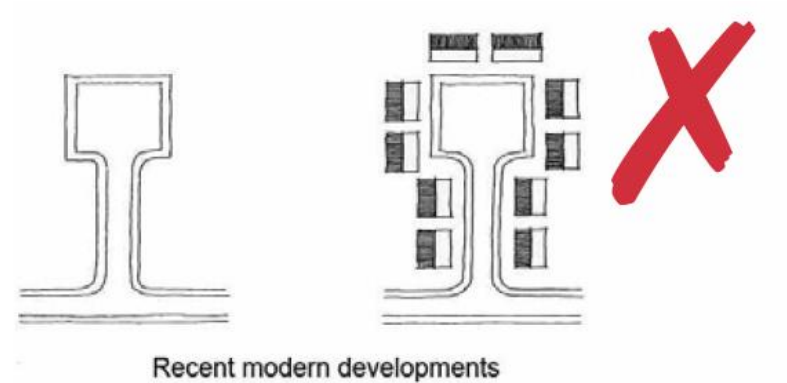
▣ Street design should meet the six qualities of successful places, as set out in *Designing Places*

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient



place

comes first



Street layout

Achieving appropriate traffic speed

- ▶ **Street dimensions** – can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective.
- ▶ **Reductions in forward visibility** – are associated with reduced driving speeds.
- ▶ **Changes in priority/or no priority** – at junctions. This can be used to disrupt flow and therefore bring overall speeds down.
- ▶ **Physical features** – involving vertical or horizontal deflection can be very effective in reducing speed.
- ▶ **Materials** – can reduce speed by both visual perception and by physical characteristics, such as cobbled surfaces.

Reductions in carriageway width are most effective in reducing driving speed.





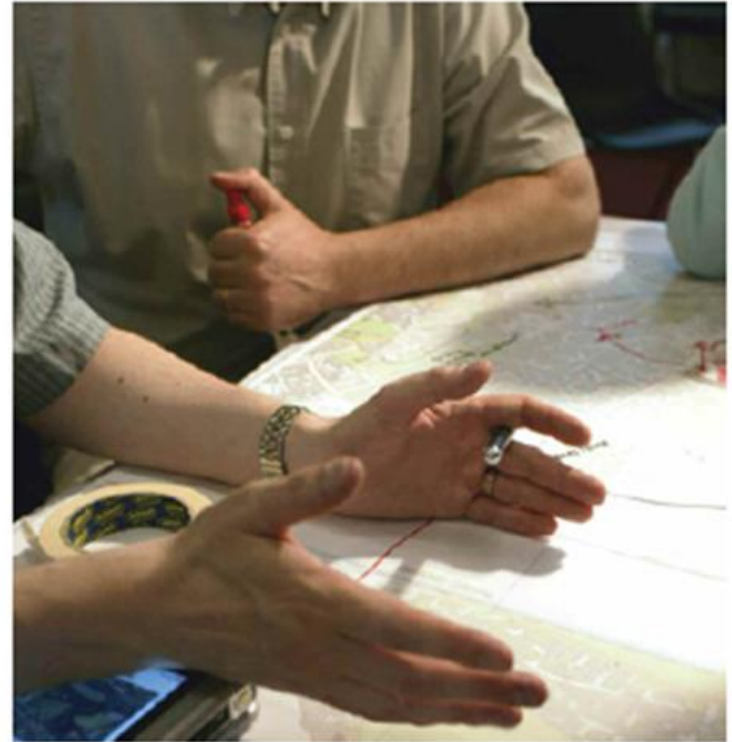
How to
achieve better
outcomes

policies

- ▶ **Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach**
- ▶ **Street design should run planning permission and Road Construction Consent (RCC) processes in parallel**

Preparation

- Planning considerations
- RCC Considerations
- Coordination of phases
- Get the right people on your team
- Programme



John Thompson & Partners

Pre-application Discussions

- Design Workshop
- Early review of proposals by the Planning and Roads Services
- Access to Council expertise and knowledge of local issues
- Ensure that sufficient space is allocated for each element of the design
- Ensure that the streets can be adopted on completion of the development project



Common Design Issues

- Footways – One, two or none?



- Routing of services?
- Positioning Street Lights?
- Drainage?

- Speed control



- No footway = target speed of 10mph

- Overland Flow
- Which way does the water flow in a big flood?
- What are the road drains for?



- Parking

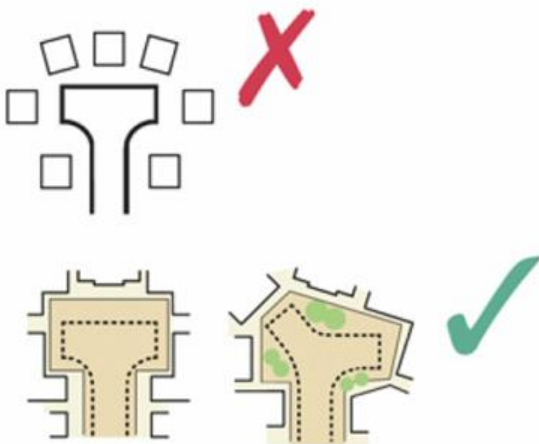


Culs-de-sac

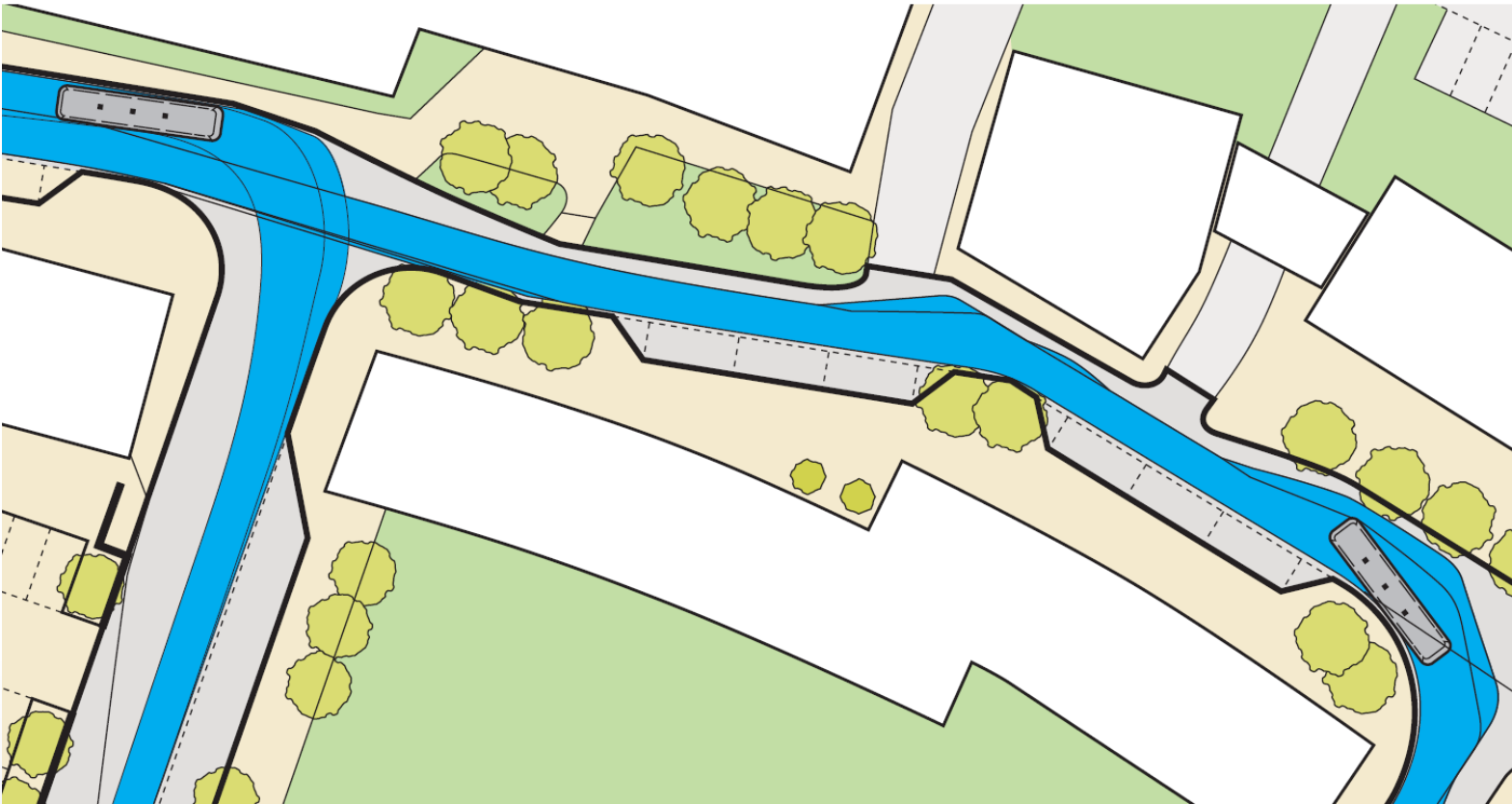
Street patterns

Conventional culs-de sac, are strongly discouraged. The preference is for networked routes and spaces which connect new residential and mixed use areas together and link with existing development forms.

Short culs-de sac may occasionally be required because of topography, boundary or other constraints. Caution must, however, be exercised when planning for culs-de sac, as they concentrate traffic impact on a small number of dwellings, require turning heads that are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles. Through connections for pedestrians and cyclists should be provided where possible but should be wide, well lit and well overlooked with active frontages.



- Swept Paths



RCC Submission



- A complete submission will be processed faster (See Section 4 of RCC Standards)
- Missing information will lead to delays
- Is layout backed up by design calculations?
- In accordance with AC standards?
- Design check certificates submitted?
- SER and QA completed and approved?
- Phases

RCC Changes



- Keep the Roads Authority informed
- Changes of house type nearly always have RCC implications
- Seek approval for any changes
- Make sure that site staff are working to the latest RCC drawings

Road Adoption

- The Road must be built to the RCC
- One year maintenance period
- Final Inspection
- As built drawings
- Release of Road bond



Peter MacCallum
Roads Development Manager

peter.maccallum@aberdeenshire.gov.uk

01467 536174