

MEMO

Strategic Place Planning

Commissioning

Business Hub 4, Ground Floor North, Marischal College



To	Development Management, Strategic Place Planning		
From	Michael Cowie, Engineer, Roads Development Management		
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Planning Application No. 210311/DPP – Change of use from and conversion of offices (class 4) to form 16no. residential flats (sui generis), including the removal of existing link to form separate buildings, various alterations, the formation of parking to the rear and the installation of railings to the front at 31-32 Albyn Place, Aberdeen AB10 1YL.

I have considered the above planning application and have the following observations:

1 Development Proposal

- 1.1 It is noted this application is for a change of use and conversion of existing office space to allow the formation of 16no. residential units with various associated works at 31-32 Albyn Place, Aberdeen AB10 1YL.
- 1.2 It is noted the site is located in the inner city boundary and also lies within the controlled parking zone (CPZ N).
- 1.3 It should be noted that this is the second iteration of Roads Development Management comments, the previous comments were submitted May 2021. There has been fundamental changes in number of units and design from previous, therefore the latest proposals shall be responded/commented on below.

2 Walking and Cycling

- 2.1 It is noted this site shall be served by direct access into the existing network of adopted public footpaths along Albyn Place, which shall provide connectivity to the wider area and into the city centre to the east of the site.
- 2.2 In terms of nearby cycle provision the site shall be served by on-road cycle lanes along Albyn Place which provides connection to further recommended cycle routes by Aberdeen City Council and Aberdeen Cycle Forum, then further shared bus/cycle lanes and 'National Cycle Route 1' within the city centre.

3 Public Transport

- 3.1 It is noted the site shall be well served in terms of public transport given that Albyn Place forms part of regular bus routes connecting in/out of the city centre and other areas of the city.
- 3.2 Bus stops for aforementioned services are located within approx. 100m of the site to the east for heading in either direction.

4 Parking

- 4.1 It is noted that as the site is located in the inner city boundary, as per ACC supplementary guidance, the associated parking ratio should be 1.5 spaces per 2/3-bedroom flats/units. This would equate to an associated provision of 24 spaces given proposal for 16no. units.
- 4.2 However, it is noted that the site proposes to provide 16no. spaces which would equate to 1 parking space per flat/unit, while this is a shortfall as per or standards it is confirmed this would be considered acceptable provision given the proximity to the city centre boundary and Union Street itself, links to sustainable transport and providing adequate cycle parking provision.
- 4.3 That being said, and as per previous comments, it is noted the proposed volume of 16no. spaces includes 1 space to be marked for disabled/accessible use and 1 space marked for 'coach drop off/pickup'. Such provision for both should be on top required general parking provision (i.e. 16no. spaces and additional 2 spaces). Therefore, it is requested the applicant reviews and revises this provision in light of these comments, it is also queried the requirement for a 'Coach drop off/pick up' space?
- 4.4 In terms of the proposed car parking layout, to the front and back, spaces shall require to meet the dimensions of 2.5m x 5.0m and have a minimum aisle width of 6.0m. This would appear to be provided and it is confirmed that the layout to the rear would be accepted with the 1no. parallel space and previous comments taken on board in regard to buffer/stub along western boundary to allow increased maneuverability in/out of these spaces. In terms of the 3no. spaces proposed to the front of the property, while acknowledged this is existing arrangement it is requested that these spaces become more formalised and tidied up, because as you shall see within the drawings this space overhangs at either end and could impede cars getting through this looped access back onto Albyn Place.
- 4.5 It is noted that the that there is also nearby 'Car Club' provision located on Stanley Street within 100m of the site and on Albyn Place further to the east which shall allow future residents the opportunity to utilize such scheme and potentially reduce any requirement for private car ownership.
- 4.6 It is noted that the site and application proposes to provide the necessary cycle parking/storage provision in the form of a designated secure cycle lockers serving 12 bikes with Flats 1 & 2 have storage within the private garden extents and then Flats 7 & 8 have a secure vestibule to secure to store a bike. Additionally, the applicant now proposes to provide an additional visitor cycle parking provision to the front of the property. Confirmed adequate provision is provided in this regard.

5 Site Vehicular Access

- 5.1 It is noted the site proposes to retain the same vehicular access arrangement as per the existing, to the north of the site (front) it now proposes to retain the two accesses allowing for an in/out operation which is acceptable and to the rear via existing onto Albyn Lane.
- 5.2 It is noted that there does not appear to be any amendments to the two accesses onto Albyn Place and given the volume and visibility at these accesses this is considered acceptable. However, the access to the rear onto Albyn Lane it is requested this be widened to accommodate two-way vehicular access and increase visibility (as per previous comments) given the narrow nature of Albyn Lane and avoid conflicts.

6 Travel Plan Frameworkd (Travel Plan/Residential Travel Pack)

- 6.1 It is noted this comment is the same as per previous comments and as follows:-
It is noted that within the supporting 'Transport Statement' the applicant has provided details of a proposed Travel Pack for future residents which outlines localised sustainable modes and provisions while providing realistic objectives.

7 Conclusion

- 7.1 There are some minor outstanding issues in respect of this planning application as per the comments above. Should these comments be provided/amended as per requested then it would be confirmed that Roads Development Management would be minded to have no objection to this application.

Michael Cowie
Engineer
Roads Development Management