

# Consultee Comments for Planning Application 220432/DPP

## Application Summary

Application Number: 220432/DPP

Address: Studio 3 32 Albert Street Aberdeen AB25 1XR

Proposal: Change of use and conversion of class 4 office building to form 2 residential flats, alterations and installation of replacement windows and doors; formation of entrance door from an existing window opening; and associated works including the installation of boundary enclosure, landscaping works and raised arm barrier to car park

Case Officer: Aoife Murphy

## Consultee Details

Name: Mr Jack Penman

Address: Aberdeen City Council, Marischal College, Broad Street, Aberdeen AB10 1AB

Email: Not Available

On Behalf Of: ACC - Roads Development Management Team

## Comments

I note that this application is for the conversion of Class 4 office building into 2 flats, including alterations and installation of replacement windows and doors and associated landscaping works. Additionally for the installation of boundary enclosure and raised arm barrier to car park at property Studio 3, 32 Albert Street, Aberdeen, AB25 1XR.

The proposal is located in the inner-city boundary and is located in Controlled Parking Zone (CPZ) L. Properties in CPZ L are entitled to two permits, in which one must be fixed (i.e. be vehicle specific) and the other can be fixed or flexible which can be used on any vehicle.

The proposal is 2 x 2-bedroom flats. The total GFA is 461m<sup>2</sup>. This GFA of class 4 offices in the inner city would require 1 space per 50m<sup>2</sup> equating to a maximum of 9 spaces being required. For flats in the inner-city 1.5 spaces are required for each dwelling, totalling 3 spaces required. It is noted from the application that there is currently 14 spaces and the proposal will reduce this to 12. It is noted in drawing 1413 - 200 A that the parking is retained for offices. Whilst the reduction of parking for the offices is acceptable, It is unclear if any parking is being provided solely for the flats and clarification on this is sought. If the parking is shared with offices how will this be managed? Or if no parking is being provided for the flats how does the applicant intend to address this shortfall of 3 spaces?

Parking bays should generally be 2.5m x 5m with a 6m aisle width between bays. The minimum acceptable size of a parking bay is 2.4m x 4.8m with a 6m aisle width. It is noted that owing to a planter extending into two spaces it does not appear all the spaces meet this criteria. However as this is an existing feature, we reluctantly accept this shortfall.

It is noted that the proposal includes an automatic raise arm barrier. Clarification on how this will operate is sought. Will it open for any passing vehicle? Is it controlled by fob/keypad? Can the applicant justify the need for the barrier as it appears the site has never had one in place before?

The proposed location for the bin storage is suitable in that it is well within 30 metres of the proposed property entrances. It is assumed from the drawing that the bin types are the standard wheelie bins in which case I would note each property would be liable to receive three bins: general waste, mixed recycling and food/garden waste. Clarification on this point is required. I would also query how the waste collection vehicles would be able to get to within 25m of the storage point for collection. Guidance on the types of bin and the preferred location for collection should be discussed with colleagues in Waste Management. If the bins are to be placed on Albert Street for collection by the residents this will require them to be taken up one step from the car park, which is acceptable for waste containers up to 250 litres (maximum permitted 3 steps). Clarification on the bin collection locations should be provided.

It is noted the proposal is well served by public transport with regularly serviced stops being within 100 metres. The site is also served by adequate public footways and is approximately 600 metres from Union Street, Aberdeen main thoroughfare and all the amenities located there.

It is noted that there is currently no provision for cycle storage / parking. A minimum of one cycle parking space per property is required and these should be located in a safe, convenient, accessible and prominent position. This will need to be addressed.

Upon receipt of the requested information I will be in a position to provide further/final Roads response.