

# MEMO

Strategic Place Planning

## Commissioning

Business Hub 4, Ground Floor North, Marischal College



To	Development Management, Strategic Place Planning		
From	Jack Penman, Engineer, Roads Development Management		
E-mail	<a href="mailto:JPenman@aberdeencity.gov.uk">JPenman@aberdeencity.gov.uk</a>	Date	26/04/24
		Our Ref.	DPP-240268 – v2
		Your Ref.	

### Planning Application No. DPP-240268

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

I note that this proposal is for a change of use from commercial office space into 2no. residential dwellings including formation of French doors from existing window opening, window enlargement to form new openings with Juliet balconies, replacement door and installation of rooflights (rear); reinstatement of railings and gate (front); formation of car parking (rear) and landscaping works with associated boundary treatment at 11 Victoria Street, City Centre, Aberdeen, AB10 1XB.

The site is in the city centre boundary and is in CPZ C.

The site is fronted by good standard adopted footways and is accessible by sustainable transport modes including walking and cycling. The nearest public transport stops are on Alford Place, and these are well served.

Businesses and residential properties in CPZ C are entitled to apply for 1 parking permit. If this site operated as a single business, there would be an increase in parking permit entitlement with this proposal of +1 over the current use.

ACC parking standards for residential dwellings in the city centre are for 1 allocated space per dwelling. I note the applicant is only proposing 1 parking space for one dwelling. Therefore, there is a shortage of 1 parking space. As the site is in the city centre the proposal could be considered for a 0-car development, however the provision of the parking space with active EV charger is beneficial from Roads perspective. This layout however, may lead to 3 vehicles being associated with this site (2 using on-street parking permits and 1 parked in the rear). Given the site previously had parking for 4 vehicles + the eligibility for 1 business parking permit this proposal is likely to result in a net reduction in vehicle trips (3 compared to 5).

I note cycle parking is being proposed for both properties. These are long-stay cycle parking which is acceptable.

I note the rear space is 3m x 5m which is acceptable.

I note a separation wall is being proposed between the parking area and the path. This is to be a low level wall and will not impede visibility and is therefore acceptable.

I note the waste management plan is to use the existing on street bins which is acceptable.

No water from the site would be permitted to discharge onto the public road. Given it is no fronting onto the adopted road this is likely not to occur, but the applicant may wish to consider additional drainage measures on top of the proposed parking space surfacing to deal with surface water.

Roads have no objections to this proposal.

Jack Penman  
Engineer  
**Roads Development Management**