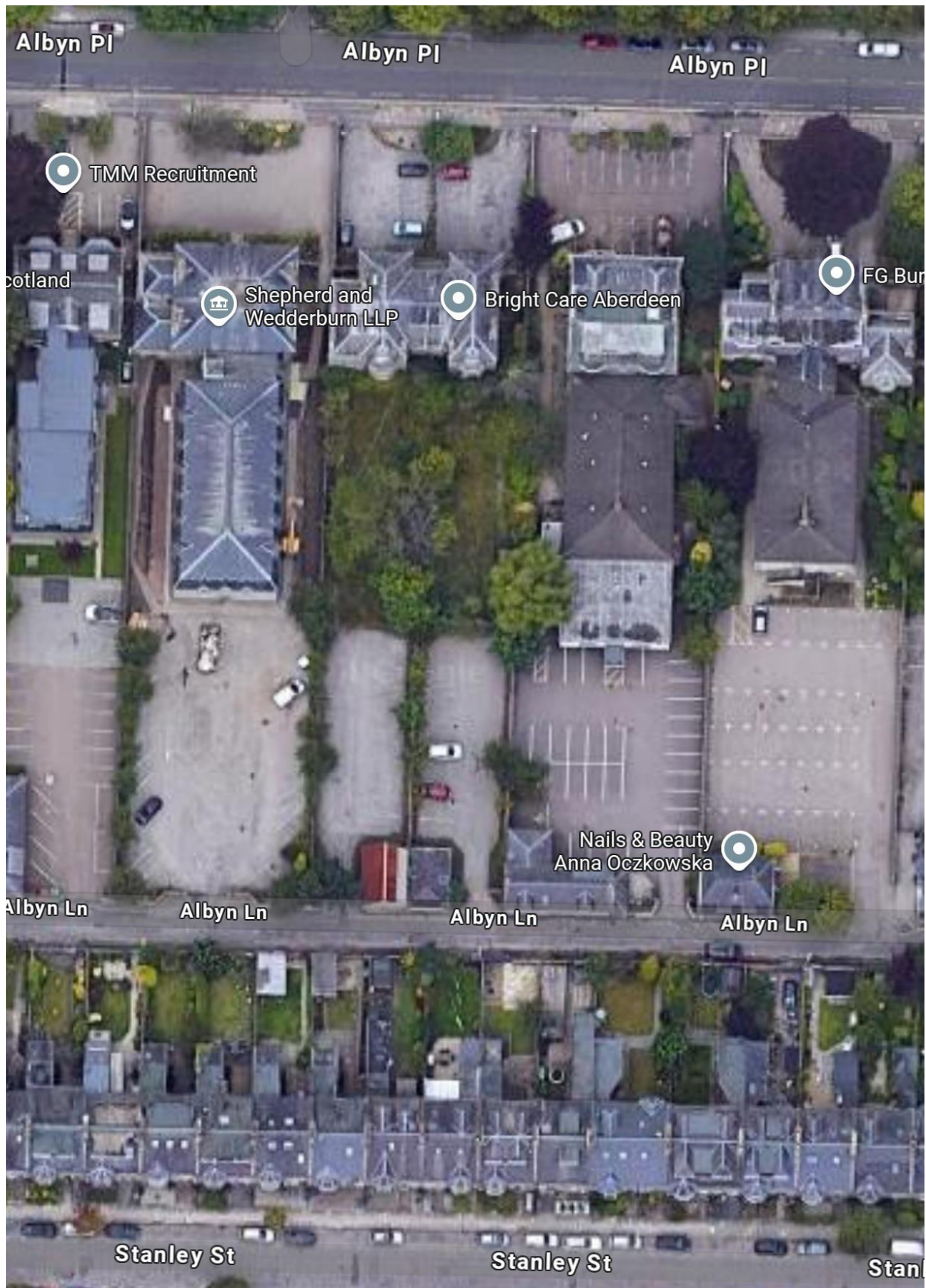


Proposed: Refurbishment of Dilapidated Garage and Change of Use from Commercial to Domestic

At: to the Rear of 35 / 36 Albyn Place facing Albyn Lane



Property Introduction:

Number 36 Albyn Place is C listed alongside its attached neighbouring property No. 35 Albyn Place. The garages are located on the rear of the property facing onto Albyn Lane and were constructed independently of the main houses and were erected at separate times from each other.

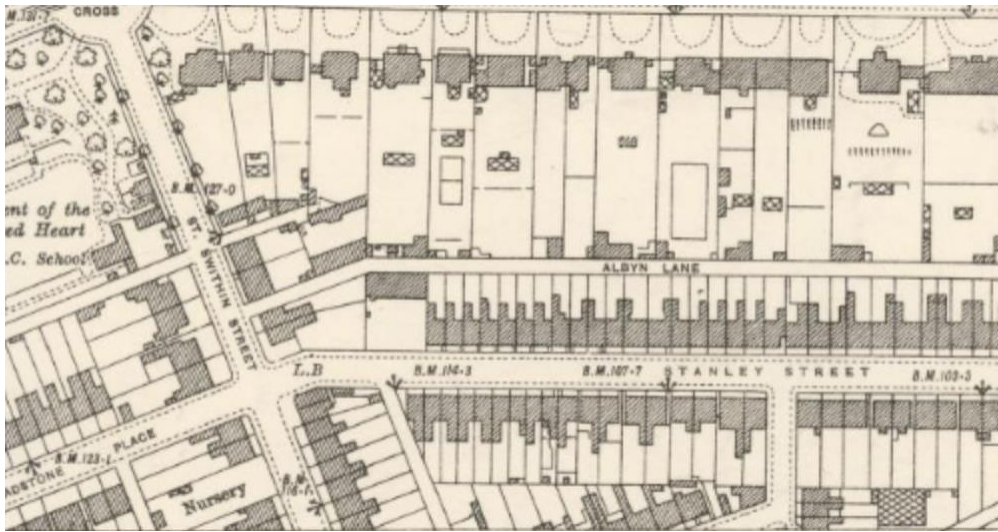
The properties are located within the Albyn Place and Rubislaw Conservation Area.

The development of 36 Albyn Place (and No. 35) and associated structures was inextricably linked to the last phase of Aberdeen's neo-classical expansion, West of Union Street. It will be seen in the following sections that the house has undergone many changes, both to its footprint and internal arrangement. These changes reflect the changing needs and requirements of the occupants. It was, from inception until around the early 1940's, a domestic premises. There is some evidence that business was conducted and that a major change to the internal layout and overall footprint may be associated with this activity. After the last occupant moved the house appears to have operated initially as a doctor's surgery, a dance school, then offices, culminating after 1969 with Campbell Cannon, solicitors. No. 36 has reverted back to its original use as a home in 2023.

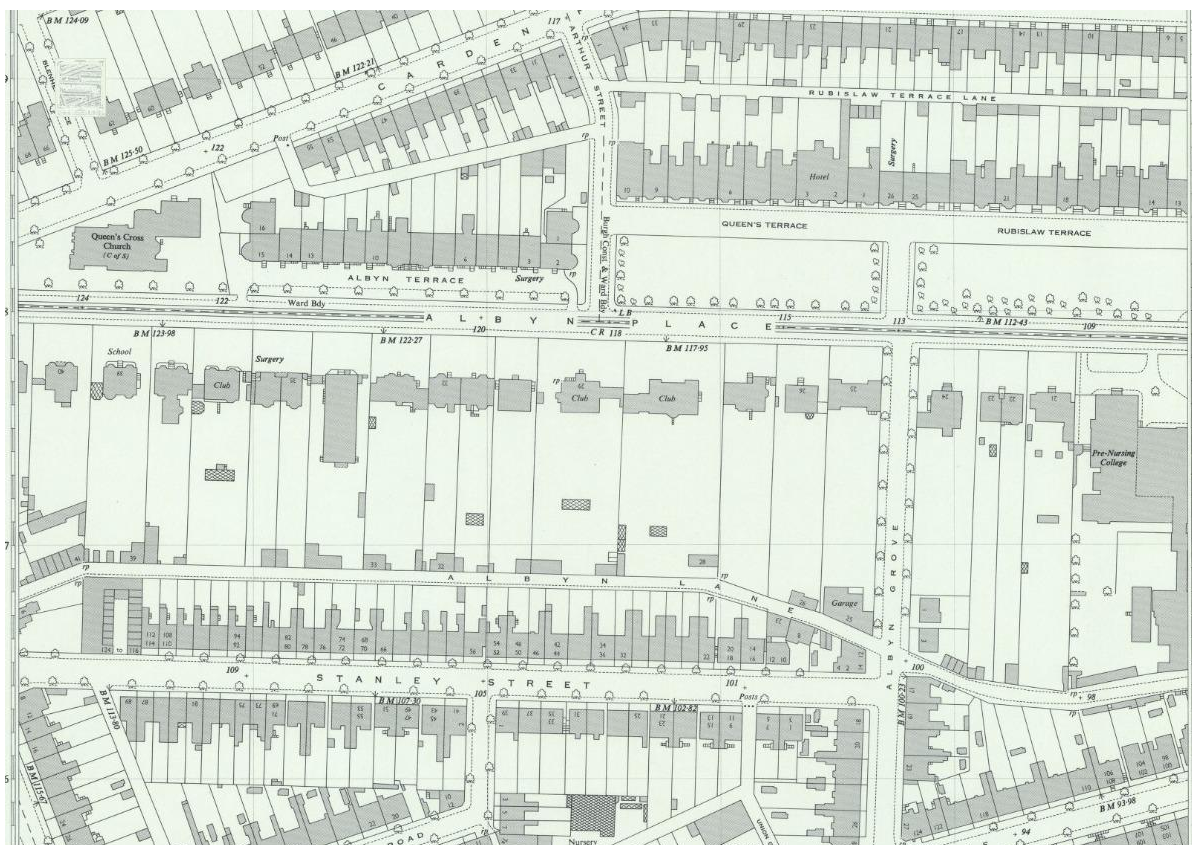
It is not known exactly when the gardens to the rear of No. 35 & 36 were formed into car parking but we can assume this was post 1942.

Separate vehicle access points to the rear car parks have been formed off Albyn Lane with modern boundary masonry walls to both No. 35 & 36.

The first references to the garages can be seen on the Ordnance Survey maps below.



The Ordnance Survey map of 1923 / 24 shows a garage built to the Southeast corner of the rear garden to No. 36



The Ordnance survey map of 1954 shows a garage built to the Southwest corner of the rear garden to No. 35 adjoining the garage to No. 36.

The rear carparking to No. 35 & 36 are under the applicants ownership. The car parks were not included in the original Change of Use to domestic dwelling approval dated 2022 as they are under separate lease agreements.

Description of the Existing Garages:

The garages are 2no separate semi-detached buildings sharing a brickwork party wall.

The garages are constructed from a mix of materials beginning with No 36 the side and rear walls are red brick with render finish externally. Internally you can see the location of doors & windows which have been infilled. The frontage facing Albyn Lane has a large steel curtain opening double door with steel lintel exposed. The piers either side of the door are erected in granite, above the steel lintel concrete blockwork forms a gable with render finish. The roof is formed with hand built raised tie trusses with signs of rot and historic wood worm. A storage area is formed within the raised ceiling tie. The pitched roof is finished externally with profiled metal sheet cladding which has corroded turning red. The paint finish of the timber fascia is faded and damaged. The fascia has come away from the wall and roof finish allowing water ingress.



Picture showing the frontages of the garages from Albyn Lane.



Picture showing the rear of the garages taken from the carpark at No. 35.

The garage for No. 35 was subjected to a Dangerous Building Notice in December 2022 and the roof and garage door were removed on safety grounds. The remaining side & rear walls are constructed from granite rubble stone which has historic sides of render finish at the front elevation. Former window openings have been built up in concrete blockwork.

Historically the roof to No. 35 was a hipped slate pitched roof with flat roof section. The roof had 3no roof lights facing the rear and 2no sides to provide natural light into the garage. The garage door was a steel “up & over” model painted white, which would have projected into Albyn Lane when opened.

The floors to both garages are formed in concrete with the floor to No. 35 showing signs of impact damage.



Picture taken along Albyn Lane showing existing garage in relation to the neighbouring Coach House at No. 34.



Picture showing Coach House at No. 33.

Description of the Proposed Refurbishment:

The 2no garages are to be combined into a single garage. The existing brick work and granite external walls to the rear and sides are to remain in place. Externally the remaining render will be removed and a new wet dash render covering will be applied. The mixed granite / blockwork walls to the front elevation will be removed with a new granite wall being built along the footprint of the existing.

A new pitched roof finished in slate with flat roof section, the rear of the roof will be hipped in tribute to the former garage roof at No. 35 with the front elevation being a gable wall to match No. 36.



Image showing the proposed frontage from Albyn Lane.

The roof will have conservation velux windows to provide natural light into a storage area to mirror the roof lights in the former roof at No. 35. The use of velux windows has been established on Albyn Lane with a velux being fitted to the neighbouring coach house at No. 34.

The storage area will be accessed via a steel external stair. There are many examples of external stair surrounding the property so this will not be out of character for the lane, some examples can be seen at No. 35 & 36 Albyn Place (directly behind the garages), No. 78 & 84 Stanley Street (opposite the garages & visible from Albyn Lane).

A rear access door will be formed with a flat roof dormer in keeping with the flat roof dormer extension to the rear of the neighbouring coach house at No. 34 which is visible from the application

site. The rear of Stanley Street facing into Albyn Lane has too many flat roof extensions and flat roof dormer extensions to list confirming these proposals are in keeping with the surrounding area.

The existing mixed rainwater goods will be upgraded with uPVC goods coloured black.

The fascia's and soffits will be formed in timber with black stained finish.

A new floor slab will be formed in concrete to follow the levels of the site with the lowest level to match the existing floor slab level at No. 35.

Conclusion:

The refurbishment sits well within the site as we are using the existing walls within the existing footprint. The new roof combines elements of both the previous roofs and will be finished in traditional natural slate. The new roof has been designed to be lower than the closest neighbouring property along Albyn Lane at No. 34 and is lower than the buildings behind on Albyn Place and in front on Stanley Street ensuring the refurbishment will not be over dominant.

The proposal has been carefully designed to have no adverse impact upon neighbours. Overshadowing will not be an issue as there are no immediate neighbours to the building. The ground to the rear is carparking and to the sides are vehicle access ways. To the front there is Albyn Lane and beyond the lane there are the rear gardens to Stanley Street. The Stanley Street gardens are South of the proposed garage refurbishment so would have no loss of light.

There is no overlooking expected (i.e. a minimum separation of 18 metres between first floor windows to the storage area and the rear of Stanley Street is maintained) the true distance is approx.. 26.5 metres.

The new garage will allow secure off-street parking for electric vehicle charging to allow travel within the Aberdeen Low Emission Zone (LEZ).

No granite stone will be removed from the site.

In terms of that guidance, the location and size of the refurbished garage will be in keeping with the established spatial character and built form of the surrounding area whilst the scale and massing are also complementary, as explained above.

Based upon the size of the application site, no more than a third of the total site area will be built upon. That reduces even further if you include the remaining commercial carparking at No. 35 & 36 Albyn Place.

It should also be noted that this development will have no impact on any of the important vistas and views identified in the Conservation Area Character Appraisal.

In terms of the conservation area, it is clear that new development is seen as acceptable in this area. Indeed, development of both a traditional and contemporary style has been accepted, including the change of use and refurbishment of the neighbouring property at No. 34. In that regard, this high quality, and traditionally designed garage will be an enhancement of the area.

Furthermore, no specifically protected trees, or vegetation that add to the ambience of the wider area, will be lost as a result of this development taking place.

Overall, it is considered that the proposal will not impact on the setting of any listed building and will have no detrimental impact of the Conservation Area. Indeed, it will, if anything, enhance the area adding a new and attractively designed garage, and adding to the aesthetic quality of this part of the Conservation Area.