



Mr Harry Campbell
Planning and Sustainable Development
Aberdeen City Council
Marischal Building
Broad Street
Aberdeen AB10
1st May 2013

Dear Mr Campbell

REF Planning Application No 130488 -Units 8 and 9 Queens Links Leisure Park
Change of use from Assembly and Leisure to Non Food Mixed Goods.

The Castlehill and Pittodrie Community Council, while supportive of job creation and something being done with these long empty buildings, have reservations about the above application. The beach area is one of Aberdeen's prime visitor attractions and is currently being used increasingly both as a place to visit and a place to enjoy and exercise. As Aberdeen bids to become city of Culture what does it say about Aberdeen if the application is approved? Dundee is building the V and A on its waterfront, Aberdeen retail opportunities? We had hoped for a more creative and appropriate solution to the long empty buildings.

It will be very disappointing if one of the prime leisure areas creeps into retail, particularly as there are more appropriate large empty opportunities in both the centre behind the Queens Links Leisure Park area. The building that used to be occupied by Comet or the now empty building on the corner of the Union Square complex both of which are in our area spring to mind. They are both within the city and both were designed with appropriate and safe loading bays safely away from the public. **If this planning application is approved it will set a precedent in the leisure designated area so it must be considered very carefully in that context.**

One of our main concerns is to do with access and loading/unloading of articulated vehicles and delivery vans in a car park, which is used by those, particularly families, coming to enjoy the beach, cafes and leisure facilities. This is to be Range's first outlet in Scotland. Furniture and other large items will be trucked in, and this means large, probably articulated lorries will have to move about the confined and public space. The plans show a small yard at the Burger King drive through, which does not appear large enough for



lorries. It also absorbs parking spaces.

Purchased items may be large and need to be delivered which will mean more delivery vans in this already busy leisure area. We seek further clarification from the applicant of the volume of transport movements they anticipate, both at slack and busy periods (such as the run up to Christmas). We also seek clarification on health and safety issues of large lorries navigating a leisure car park.

Will lorries be limited to access after the leisure facilities (cinema/ restaurants /bars/bowling etc) are closed? Where is it proposed that they offload? In the car park area, or on the beachfront road, which we would definitely object to.

Although there is little time to respond to this application, (we did not receive the weekly planning notice as we should) we expect to see evidence that the Planning Committee have addressed followings issues:

- **Details of predicted vehicular use (of both customer and services)**
- **A survey of existing usage of available car parking space in the area, particularly at weekends.**
- **An analysis of the impact of the proposal on existing car parking capacity and spaces lost.**
- **An assessment of green space being lost to address car parking space issues either as part of this or any future planning application.**

We welcome bringing new jobs to the area. However we would like details of the type of jobs, whether they are permanent, and whether jobs created during the alterations/fit out have been included in the round number of 150 quoted.

We would want to see a statement from the applicant of what measures they currently adopt to engage with, and promote development of the communities where they already have stores. The statement should indicate what their proposals would be to promote development of community services within our Community Council area. We would be particularly keen that any commitments made by the applicant to support the local community by the applicant were made binding in the planning consent.

Finally in reference to the Local Development Plan and Strategic Development Plan, while the store might fulfill the City Council's guidelines in the city centre, being the primary location of consideration for retail and leisure facilities, is the beachfront really part of the city centre? The appearance of such a heavy goods store on the beach perhaps suggests a



shift in thinking (and perception) of the beachfront being a retail park rather than a place for rest and relaxation. The explicit purpose expounded in the application for shopping for such goods does not sit entirely well with spending time and leisure at the beach. We do not entirely believe the statement that the outlet will bring people in who will then use the leisure facilities; it is more likely that the outlet is expecting their drop in rate to benefit from those using the leisure facilities. We would like to see the evidence on which this statement is based.

We would be keen to discuss this further with you. However it appears you are on leave until after the deadline. Although one of your colleagues took my call and was helpful, he was not as well versed as you would have been with the application.

With reference to the supplementary planning application to put hoardings up, ref P130437 should the change of use application be approved, we would object to large hoardings on the seafront (east side of the building, large hoardings should be restricted to the west side facing the carpark. All fixings should be firmly fixed due to the winds. Any advertising boards on external pavements should be explicitly restricted to the car park side (west) and not be permitted on the seafront road side.

I am copying this letter to the Councillors for our ward so they are aware of the issues we have raised.

Yours truly

Dr Kate Bailey MBE on behalf of the
Castlehill and Pittodrie Community Council

6, Middle Row
Aberdeen AB11 5DU

Cllr Jean Morrison MBE
Cllr Nathan Morrison
Cllr A May
Frank Doran MP
Kevin Stewart MSP

MEMO



ABERDEEN
CITY COUNCIL

To	Harry Campbell Planning & Infrastructure	Date	30/05/2013
		Your Ref.	P130488 (ZLF)
		Our Ref.	TR/IH/1/51/2
From	Roads Projects		
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Roads Projects
Enterprise, Planning & Infrastructure
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Business Hub 4
Ground Floor North
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Aberdeen AB10 1AB

Planning application no. P130488

Units 8&9 Queens Links Leisure Park, Links Road

Change of use from Class 11 Assembly & Leisure to Class 1 Non-Food goods mixed between bulky and general comparison good with 1 percent of Convenience goods including Coffee Shop and the linking of both units to form one single unit, external alterations to facilitate the linking of the units and formation of new 'shopfront' openings and

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

1.0 Proposal

1.1 The application is for the change of use of the former Amadeus nightclub and Gala Bingo Hall at the Queens Links Leisure Park to non-food retail.

2.0 Parking

2.1 I have significant concerns in relation to the parking provision, which I have intimated to the applicants transport consultant in response to the Transport Assessment. The car parking capacity calculations which have been carried out are based on surveys carried out in October 2012. This falls outwith the period that the Leisure Park would be expected to experience its busiest period, which I would anticipate to occur on weekends during the school summer holidays. I will therefore ask that the applicant carry out new surveys, in consultation with both this service and traffic management colleagues, at an appropriate time and to base the calculations relating to the remaining capacity on these surveys.

2.2 Cycle parking, both short and long stay, will be required, and I have requested that the applicant provide this through the TA process. In addition the complementary facilities of changing rooms, lockers and showers for staff should be provided.

Gordon McIntosh
Corporate Director

3.0 Transport Assessment

- 3.1 I have requested additional information in relation to the junction modelling that has been undertaken. I have additionally requested that a more detailed assessment of the pedestrian, bus and cycle accessibility of the site be undertaken. A separate, more detailed response has been issued to the applicants transport consultants.

4.0 Service Yard

- 4.1 An area has been identified for the provision of a service yard. In order to access this yard HGV's would require to undertake extensive reversing manoeuvres through the public car park, crossing a pedestrian crossing point, several parking spaces and a section of footway. I cannot accept a servicing arrangement that requires this extent of reversing in a public area. I will ask for revised proposals to be brought forward.

5.0 Travel Plan

- 5.1 A Travel Plan will be required for the site, and I have requested such through the TA process. This should be subject to a legal agreement associated with any consent.

5.0 Conclusion

- 5.1 There are outstanding issues in respect of this planning application. I will be in a position to make further comment on receipt of the requested information.

Iain Hamilton

Engineer (Developments and Traffic)

MEMO



ABERDEEN
CITY COUNCIL

To	Harry Campbell Planning & Infrastructure	Date	04/07/2013
		Your Ref.	P130488 (ZLF)
		Our Ref.	TR/IH/1/51/2
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1.0 Proposal

1.1 The application is for the change of use of the former Amadeus nightclub and Gala Bingo Hall at the Queens Links Leisure Park to non-food retail.

2.0 Parking

2.1 The applicant has latterly provided an assessment of the car parking provision at the development against the Councils current parking standards. Considering this, the existing use of the leisure park and the proposed retail use, there will be a shortfall in parking of 91 spaces against maximum parking standards, which is considerable. Considering that a small element of the proposed store will be convenience, the shortfall in spaces will be larger than this but by a very small margin. The number of seats within the cinema has been incorrectly assessed as 2250 whereas it is in fact 1994. The bar within the cinema has not been taken into account at all in the parking analysis. I am minded to consider that these two mistakes will broadly cancel each other out.

2.2 The calculations have provided for a reduction in the parking provision for the spaces that a vehicle accessing the service yard will overrun, however no allowance appears to have been made in the calculations submitted by the applicants transport consultant for the spaces that will be lost as a result of the service yard itself being introduced.

Gordon McIntosh
Corporate Director

2.3 Considering all of the above, including the shortage of in excess of 91 car parking spaces according to the analysis submitted by the applicants transport consultant I will retain my previous request that a new parking survey be carried out in the summer period, at dates and times and using a methodology to be agreed with this section, in order to accurately ascertain if there is sufficient capacity in the car park to accommodate the development.

2.4 I have requested cycle and motorcycle parking in accordance with the Councils parking standards. The applicants transport consultants have highlighted that there is cycle parking within the leisure park at present. This is not sufficient to meet current standards and I will again request that short stay and long stay secured cycle and motorcycle parking is provided in accordance with the Councils adopted parking standards. In association with this changing and locker facilities must be provided and I will ask for full details of this to be provided.

3.0 Access

3.1 I have requested on more than one occasion that a detailed assessment of the accessibility of the site by foot and cycle be provided. This has not been done, and therefore to expedite consideration of the application I have considered this in context of my own understanding of the site. There is limited scope to improve pedestrian accessibility of the site by the applicant, though improvements could be made particularly to the west that the development would benefit from.

3.2 Improvements could be made to the cycle infrastructure surrounding the site, as currently the nearest cycle provision are advisory cycle lanes on the Boulevard. I would ask for the applicant to bring forward proposals to connect the site to the existing provision. This request is in line with previous comments for greater consideration of access by this mode.

3.3 I will repeat my request that the developer upgrade the bus stop on Links Road in line with my previous comments, and again ask for confirmation of willingness to do this.

4.0 The Boulevard

4.1 I will repeat my request for the developer to carry out streetscape improvements to The Boulevard along the site frontage. These should be in line with those already carried out to the north of the site. I would again ask for details of this.

5.0 Travel Plan Framework

5.1 I have previously requested alterations to the Travel Plan framework, and remain waiting for these. A Travel Plan will be required for the site, and I have requested such through the TA process. This should be subject to a legal agreement associated with any consent.

6.0 Service Yard

- 6.1 An area has been identified for the provision of a service yard. Alterations have been identified from the previous submission, and a new swept path analysis has been carried out. Unfortunately this has been done inaccurately. On entering the service yard the front of the HGV is not aligned with the trailer, however the exiting swept path analysis shows the vehicle aligned. From the unaligned starting point the vehicle will require a larger swept path than shown. I will require that the swept path analysis be carried out again with this correction made.
- 6.2 At present the vehicle manoeuvre passes across an area of pedestrian footway. This has been previously noted. I cannot, in the interests of pedestrian safety agree to this. The footway will have to be removed where vehicles require the space. In this occasion however this would result in a pedestrian crossing of the aisle that is longer than I am prepared to accept. I believe that a swept path can be achieved that would reduce the requirement to take as much of the footway away, and I would ask that a swept path analysis showing this be provided.
- 6.3 I am uncomfortable with such a large intrusion into the exit and drive through lanes of the Burger King restaurant, and the implications that this could result in for the operation of this business. I would request that an alternative solution be found. If an intrusion of any scale into the Burger King lanes then I will ask that they be consulted on this as I consider that it will impinge on the operation of their business.
- 6.4 I will also require that the layout of the car park be amended to show the proposed layout of the service yard accommodating the vehicle manoeuvres. This should include the removal of all spaces identified as being necessary to accommodate the manoeuvre, and show the relocated car parking spaces in their new location, as previously requested, with the widened aisle.
- 6.5 The service yard for the new retail provision appears to remove the through access from the car parking aisle into Burger King. I have previously asked for confirmation that this will not have any impact on the operation of the restaurant in terms of servicing and customer movements. I would appreciate a copy of Burger Kings comments to this effect.

7.0 Travel Plan

- 7.1 A Travel Plan will be required for the site, and I have requested such through the TA process. This should be subject to a legal agreement associated with any consent.

8.0 Conclusion

- 8.1 In light of my comments above, and with the information submitted to date, I would continue to object to this application unless these issues are resolved satisfactorily.

Iain Hamilton

Engineer (Development and Traffic)

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Clark Planning & Infrastructure	Date	30/08/2013
		Your Ref.	P130488 (ZLF)
		Our Ref.	TR/IH/1/51/2
From	Roads Projects		
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Planning application no. P130488

Units 8&9 Queens Links Leisure Park, Links Road

Change of use from Class 11 Assembly & Leisure to Class 1 Non-Food goods mixed between bulky and general comparison good with 1 percent of Convenience goods including Coffee Shop and the linking of both units to form one single unit, external alterations to facilitate the linking of the units and formation of new 'shopfront' openings and

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

1.0 Proposal

1.1 The application is for the change of use of the former Amadeus nightclub and Gala Bingo Hall at the Queens Links Leisure Park to non-food retail.

2.0 Parking

2.1 New parking surveys were carried out at the beginning of August to inform the study. The results of these surveys have yet to be submitted to the Council. I will make further comment in this regard on receipt of this information.

2.2 I will accept the identified number of seats within the cinema, and that the bar can be considered as ancillary.

2.3 I note that the existing uses of Units 8 and 9 of the leisure park have a higher cycle parking requirement than the proposed use. The applicant has confirmed that they will provide four secure and sheltered cycle parking spaces adjacent to the main entrance of the building for the benefit of staff. These should meet the standards for long stay cycle parking set out in the Council's parking standards. I would request that the provision of these be conditioned to any consent. I note that shower, locker and changing facilities for staff will be provided, and I would again ask that the provision of these be conditioned to any consent.

Gordon McIntosh
Corporate Director

2.4 I note from the information most recently submitted that there will be a café within the development. I was not previously aware of this, despite detailed discussions with the applicants transport consultants regarding the content of the site. The parking requirements for a café differ from that of retail, and I will require that these be considered and calculations relating to parking spaces account for the café.

3.0 Access

3.1 An assessment of the pedestrian accessibility of the site has now been carried out, and having considered the results of this I will agree that there is no requirement to provide external upgrades to pedestrian infrastructure. Similarly, external cycle connectivity has now been fully assessed and I will not require any upgrades to the external cycle infrastructure.

3.2 I note that it is now agreed that the existing bus stop on Links Road will be upgraded to a minimum standard of shelter, seating, lighting, raised kerbs and timetable information. I would ask that the provision of this be a condition to any consent of this application.

4.0 The Boulevard

4.1 The applicant has agreed to resurface the footway on the Esplanade along the frontage of units 8 and 9, and provide benches. I will accept this, however the materials used in the resurfacing must match those used to the north. Beyond this I am satisfied that the remaining details can be determined through the Roads Construction Consent Process.

5.0 Travel Plan Framework

5.1 I note that an alternative mode share to that previously proposed has been suggested. This is based on Table CAS218 from the 2001 census and results for the entire city of Aberdeen. I cannot accept this table, as it relates to residents rather than employees within an area. Alternative tables are available from the 2001 census that relate to employees. The mode share should be based on the local area surrounding the development and not on the entire city as travel characteristics vary widely across the geographic area.

6.0 Service Yard

6.1 I am willing to accept the recently proposed access arrangements to the service yard. I maintain my advice that Burger King should be consulted in respect of the proposals.

6.2 The current layout of the service yard does not facilitate the proposed access for service vehicles. As a result alterations will be required. My planning colleagues inform me that the altered layout of the service yard will require to be submitted prior to the application being determined.

8.0 Conclusion

8.1 There remain outstanding issues in respect of this planning application. I will provide further comments on receipt of the requested information.

Iain Hamilton
Engineer (Developments and Traffic)

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Clark Planning & Infrastructure	Date	18/09/2013
		Your Ref.	P130488 (ZLF)
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Units 8&9 Queens Links Leisure Park, Links Road
Change of use from Class 11 Assembly & Leisure to Class 1 Non-Food goods mixed between bulky and general comparison good with 1 percent of Convenience goods including Coffee Shop and the linking of both units to form one single unit, external alterations to facilitate the linking of the units and formation of new 'shopfront' openings and

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

1.0 Proposal

1.1 The application is for the change of use of the former Amadeus nightclub and Gala Bingo Hall at the Queens Links Leisure Park to non-food retail. This memo is provided discussing only the outstanding parking issues surrounding the development, updating my previous comments which should be read in conjunction with those below.

2.0 Parking

2.1 New parking surveys within the car park at the Queens Link Leisure Park have been carried out in August of this year, coinciding with the school holidays and what would be typical summer behaviour in the car park. The point has been made by the applicant that this scenario represents a worst case scenario, however as such behaviour and demand is likely to be observed over a period of months in the summer, it is likely that this is representative behaviour of the summer period.

2.2 It has previously been identified by the applicants transport consultants that there would be a shortfall of 91 car parking spaces within the car park when compared against current parking standards, if the development was to progress. Parking standards require that retail use of Units 8 and 9 would require 315 car parking spaces.

Gordon McIntosh
Corporate Director

- 2.3 The applicants transport consultant has submitted a trip rate based assessment of the likely number of parking spaces that The Range would require, and this peaks at 110. However, the application must be considered as a retail application, and not exclusively for The Range. The retailer could change to a more intensive occupier without planning permission.
- 2.4 The original parking surveys conducted in Autumn 2012 showed the car parks to be busiest on Sunday mid afternoon with just under 700 spaces occupied. This leaves less than 200 spaces available for use by any retail activity in Units 8 and 9. This would be insufficient in terms of the current parking standards, however would accommodate the predicted demand of The Range.
- 2.5 The new parking surveys, identifying behaviour over the busier summer period, shows that the car park is busier on all survey days peaking in the afternoon period. This would coincide with the anticipated peak demand at a retail outlet. Around 850 spaces are occupied at the peak on two of the survey days, with the car park surveyed as essentially full on a third day. The fourth survey day shows a lower peak demand of approximately 750 spaces, but still higher than any of the autumn survey dates.
- 2.6 The summer parking survey shows that there is insufficient residual capacity for retail use of Units 8 and 9 on any of the survey dates when considering the parking standards, and insufficient capacity on three of the four survey days for the demand predicted by TRICS for The Range.
- 2.7 The applicants transport consultants conducted a survey of those who had parked in the Leisure Park car park to ascertain the purpose of their visit, with options for either the leisure park, Codonas or the beachfront. Approximately half of those surveyed were there for the Leisure Park, 30% for Codonas and the remainder for the beach. I am minded to consider that visiting Codonas is a legitimate use of the Leisure Park car park given that there is an entrance to Codonas within the Leisure Park. It is also likely that the proportions will differ significantly throughout the day varying with typical meal times and the timings of films in the cinema.
- 2.8 Considering all of the above points, it is clear that there is insufficient capacity within the Leisure Park car park to accommodate additional parking that would occur as a result of retail use in Units 8 and 9. It is unlikely that the surrounding road network would be able to provide the residual capacity to meet the needs of retail use of these units given the high demand already placed on it by visitors to the beachfront and the surrounding area. I understand that there are no suitable options to provide additional car parking capacity. I also understand that the applicant would be unwilling to implement a patrons only parking regime in the car park.

3.0 Conclusion

3.1 In light of my comments above, I would object to this planning application on the grounds of there being insufficient car parking.

Iain Hamilton
Engineer (Developments and Traffic)

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Clark Planning & Infrastructure	Date	07/10/2013
		Your Ref.	P130488 (ZLF)
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2.0 Parking

2.1 The applicants transport consultant has carried out a revised parking assessment. Contained within this are the requirements against current parking standards of all the current uses of the Leisure Park (cinema, restaurants etc). An assessment of the parking requirements of the proposed non-food retail use of the site is included in the assessment. I have to also take into account the results of the parking survey recently carried out.

2.2 As part of these considerations, account must be taken of the parking demand for the site that the current use could generate. The site could be put back into its existing use without any requirement for planning consent, and this would impact on the available car parking.

2.3 Parking assessment of Class 11 uses, and specifically nightclubs and bingo halls, is based on the number of seats contained within the site. Fairhurst

Gordon McIntosh
Corporate Director

have provided an assessment of the number of seats contained within the existing units 8 and 9 as 1122 within unit 8 (2325sq.m.) and 1725 within unit 9 (3575sq.m.). Each of these equates to approximately 1 seat per 2sq.m. GFA. I consider this density of seating for both a nightclub and a bingo hall, to be a significant overestimation. The GFA takes into account all areas within the facility, including corridors, kitchens, stores, toilets, staff areas etc. not just areas accessible by the public. In practice therefore the density of seating that would have to be provided in the customer areas would have to be significantly higher than 1 seat per 2sq.m. I would therefore ask the applicant to revise the seating estimations to accurately reflect that which was available in the public areas at the time these facilities were open.

3.0 Conclusion

- 3.1 There are outstanding issues in respect of this application. I will make further comment on receipt of the requested information.

Iain Hamilton
Engineer (Developments and Traffic)

MEMO



ABERDEEN
CITY COUNCIL

To	Gavin Clark Planning & Infrastructure	Date	14 October 2013
		Your Ref.	P130488 (ZLF)
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1.0 Proposal

1.1 The application is for the change of use of the former Amadeus nightclub and Gala Bingo Hall at the Queens Links Leisure Park to non-food retail.

2.0 Parking

2.1 Significant discussions have been undertaken in respect of parking at this site. This is the issue that causes the greatest concern in respect of this planning application. There are two aspects to parking at this site that must be taken into consideration. Firstly an assessment in terms of parking standards must be undertaken, and secondly an assessment in terms of the existing use of the car park within the Leisure Park.

2.2 The current consent for units 8 and 9 is for Class 11 Assembly and Leisure, and I am informed by the applicants transport consultants that Unit 8 (2325sq.m.) has most recently been used as a nightclub (Amadeus) and Unit 9 (3575sq.m.) has most recently been used as a Bingo Hall.

2.3 The applicants transport consultants originally estimated that Unit 8 contained 1122 seats in its most recent use. However I have queried this number, and this has been reviewed and it is confirmed by the applicant that the approved plans for Unit 8 showed 425 seats. This equates to a parking demand of 85 spaces.

Gordon McIntosh
Corporate Director

- 2.4 The applicants transport consultants have estimated that there are 1725 seats contained within Unit 9, the Bingo Hall, in its most recent use. This equates to 1 seat per 2.07sq.m. GFA. Given that the GFA contains such elements of the building including toilets, staff facilities, kitchens, bar areas, circulation space etc, this will equate to a density of seating in the public areas in excess of this, and likely more than 1 seat per 2 sq.m. This figure was queried with the applicants transport consultants and has subsequently been confirmed as correct. Nonetheless I remain of the opinion that this is a very dense level of seating compared to what would be anticipated within a Bingo Hall. My planning colleagues have concurred with this opinion in internal meetings. However, based on seating at this density the parking demand in accordance with the maximum standards would be 345 spaces. Combining units 8 and 9 this equates to a total of 430 spaces.
- 2.5 The proposed use of retail within units 8 and 9 would attract a maximum of 315 spaces in accordance with the maximum parking standards, 115 spaces less than the existing uses.
- 2.6 Consideration must also be given to the existing demand in the car park and the number of spaces that are available. The current capacity of the car park is 884 spaces, however this will reduce to 876 spaces in order to accommodate the service yard proposed for the retail use.
- 2.7 In support of planning application P120909 for a fast food outlet within the car park of the Leisure Park a parking survey was conducted. This revealed a peak demand of nearly 700 parking spaces occurring on two consecutive Sundays in late September and early October 2012. As these periods do not represent the peak demand in the calendar year, the applicant was requested to carry out new surveys. After initial reluctance, these surveys were carried out on two weekends in mid August. It is likely that the peak demand occurs in July, the middle of the summer period, and not in August. It would have been possible for the applicant to carry out surveys at this time following requests from this Service, which would have allowed Roads issues to be resolved at an earlier date.
- 2.8 The August 2013 surveys show that the car park was essentially full on one Sunday (18 August). The absolute maximum number of cars parked in the car park has not been provided, and I must therefore estimate numbers from graphs. My estimation is that the number of parking spaces remaining would be in the single figures or low tens. The car park was surveyed to contain an estimated (from graphs) of 850 – 860 vehicles on another two of the survey days at approximately the same point in the day (early afternoon). The fourth survey day reaches a maximum of approximately 750 occupied spaces. Including the parking demand for the retail unit (at maximum non-food standards) the total demand for the site will be in the region of 1175 on three of the August survey days and 1065 on the remaining days. Similar patterns are likely throughout the summer period. With a total supply of 876 spaces following the application, it is clear that there is insufficient parking to accommodate this demand.

- 2.9 The extent to which the car park is predicted to be over capacity extends beyond the immediate peak period. The surveys show that fewer than 315 spaces (the number required for retail use of these units) remain free in the car park between approximately 1300 and 1730 on all survey days. It should however be noted that in the same period the number of spaces required by leisure use of the site would exceed the current capacity of the car park.
- 2.10 The October 2012 surveys show a similar scenario. With 700 spaces occupied at the peak period the additional demand for 315 spaces would increase the total demand to 1015 spaces, in excess of the 876 spaces within the car park.
- 2.11 It is important to consider the profiling of the demand for car parking over the day. The typical peak period for retail is the weekend early afternoon, coinciding with the peak use of the car park at present. The peak period for leisure uses, particularly for the most recent uses of the buildings would be anticipated to occur later in the day, when surveys show that the demand for the car park is lower.
- 2.12 Final consideration in terms of parking is that it is likely that there are a number of users of the car park that are not associated with the Leisure Park, but that are rather visiting the beach area. The applicants transport consultant carried out a survey of people in the Leisure Park car park to ascertain the reason for their visit. This survey was carried out with 282 people on two days during the August 2013 surveys. Given that the reasons for people visiting will change over the course of the day, i.e. there will be more people visiting the beach during the afternoon and restaurants during the evening, it is difficult to establish from the information submitted what the true impact of this would be. I would also contend that visitors to Codonas amusement park park in the leisure park car park legitimately as there is an entrance to Codonas from the Leisure Park.
- 2.13 There are existing parking constraints on the surrounding road network coupled with a high demand for this parking. Given the calculations that have been carried out above, it is likely that the granting of this planning permission would result in additional pressures being placed upon this on street parking supply, particularly in the peak weekend afternoon period which may not occur to the same extent for the current use. I will not object to the application as the total level of parking in accordance with the parking standards will be less for the proposed use than for the existing use. However I have severe concerns in respect of the parking implications should this application be granted consent and would ask that these be brought to the attention of Committee Members.
- 2.14 I would request that a condition be applied to any consent that these units not be used for food retail in any form. This would attract a higher demand for parking than non food retail and lead to significant parking problems throughout the area.

3.0 Access

3.1 An assessment of the pedestrian accessibility of the site has now been carried out, and having considered the results of this I will agree that there is no requirement to provide external upgrades to pedestrian infrastructure. Similarly, external cycle connectivity has now been fully assessed and I will not require any upgrades to the external cycle infrastructure.

3.2 The applicant has agreed that the existing bus stop on Links Road will be upgraded to a minimum standard of shelter, seating, lighting, raised kerbs and timetable information. I would ask that the provision of this be a condition to any consent of this application.

3.3 Junction analysis has been completed by the applicants transport consultants and these show that there are no capacity issues resulting from the proposed change of use.

4.0 The Esplanade

4.1 The applicant has agreed to resurface the footway on the Esplanade along the frontage of units 8 and 9, and provide benches. I will accept this, however the materials used in the resurfacing must match those used to the north. I would request that a condition be attached to any consent that this work be carried out. Beyond this I am satisfied that the remaining details can be determined through the Roads Construction Consent Process, and I would suggest that the applicant contact Colin Burnet as soon as possible to discuss this further.

5.0 Travel Plan Framework

5.1 A draft Travel Plan has been progressed, and there remain concerns with this.

5.2 Nonetheless, I am prepared to allow the development to proceed subject to two conditions, which I would ask be attached to any consent. I would request a first condition that the developer provide a revised mode share, and reach agreement with the Council, prior to the occupation of the development. A second condition should be attached that following this a Travel Plan be submitted for agreement, and this agreement reached prior to occupation.

6.0 Service Yard

6.1 I am willing to accept the recently proposed access arrangements to the service yard. I understand that revised layouts of the service yard have been submitted. I maintain my advice that Burger King should be consulted in respect of the proposals as service vehicles to the proposed retail unit would require to access across Burger Kings Drive-Through lanes. Nonetheless, due to service vehicles having to pass through the car park and across pedestrian routes I would ask that a condition be applied to any consent for this application that servicing only take place during the hours which Burger King, and the rest of the Leisure Park, is closed to the general public.

7.0 Cycle Parking

7.1 The applicant has agreed to provide four secure and sheltered cycle parking spaces for the benefit of staff. These should be located as close as possible

to the main entrance that staff will use. I would ask that a condition be attached to any consent requiring that these be provided. In addition I would request a condition that showers, changing rooms and lockers be provided, again for the benefit of staff members either walking or cycling to work.

8.0 Conclusion

- 8.1 In light of my comments above, I have no objection to this planning application subject to the conditions requested above. However I would highlight my concerns in respect of car parking and ask that these be brought to the attention of Committee Members.

Iain Hamilton
Engineer (Roads and Traffic)