

5. **LRB 554** – Notice of Review Against Refusal Full Planning Permission for Change of Use and Extension from Business (Class 4) to Dwellinghouse (Class 9) at Muirskie Grange, Durris, Banchory, AB31 6EB – Reference: APP/2021/2863.

(iv) Agent's Response to Request for Swept Path Analysis.

# RE: LRB 554 - Additional Info Received from Planning Re Obscure Glazing

20 September 2022

21:06

Subject	<b>RE: LRB 554 - Additional Info Received from Planning Re Obscure Glazing</b>
From	Pippa
To	Frances Brown
Cc	Maggie
Sent	09 September 2022 12:08

Hi Frances

With apologies for the slight delay in getting back to you on this, we have consulted a roads engineer with regards to the LRB's request for a swept path analysis, and have been looking at our client's options in respect of parking.

The starting point is that, in our consultant roads engineer's view, it is not possible to produce a swept path which shows vehicles entering and exiting the proposed garage and car port in a single manoeuvre, although it would of course still be possible to do this in more than a single manoeuvre in practice (as many people do to park in many places every day). Related to this, and while we recognise that the proposed car port and garage arrangement is different from the open parking which was proposed previously for the site in terms of planning application reference APP/2018/2093, the fact that Council's Roads team had no objection to that application makes it clear that conversion of the property to a dwellinghouse can be supported in roads terms in principle, with the only change that has been made since then being to provide one car parking space in a car port and another in a garage, rather than in a single open space. It is also worth noting that, in doing that, our client is clearly seeking to improve the overall amenity of the property as a residential dwelling, recognising the demand for some form of covered and secure parking, with there often being some compromise required to achieve that. We would then ask the LRB members to consider whether this change justifies refusal of the application, taking into account the implications of this in terms of the recognised benefits of the proposed conversion not being delivered (most notably meeting the demonstrable demand for new housing of the nature proposed in this location, whereas refusing the application would most likely result in the property remaining empty (with that likelihood being even greater in the current economic climate than it has been over the last 10 years in which it has been vacant to date), as well as demand for new housing of this nature being unmet, all contrary to all principles of sustainable development).

Alternatively, if the LRB members still have concerns about this, our client would be willing to change the proposed parking arrangements to a single car port, if the LRB could confirm that would be acceptable?

I trust this is of assistance and, together with the comments below with regards to obscured glazing, allows the application to be approved. However, if anything further is required in connection with either of these points, please just let me know.

Kind regards

Pippa

**Pippa Robertson**

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