

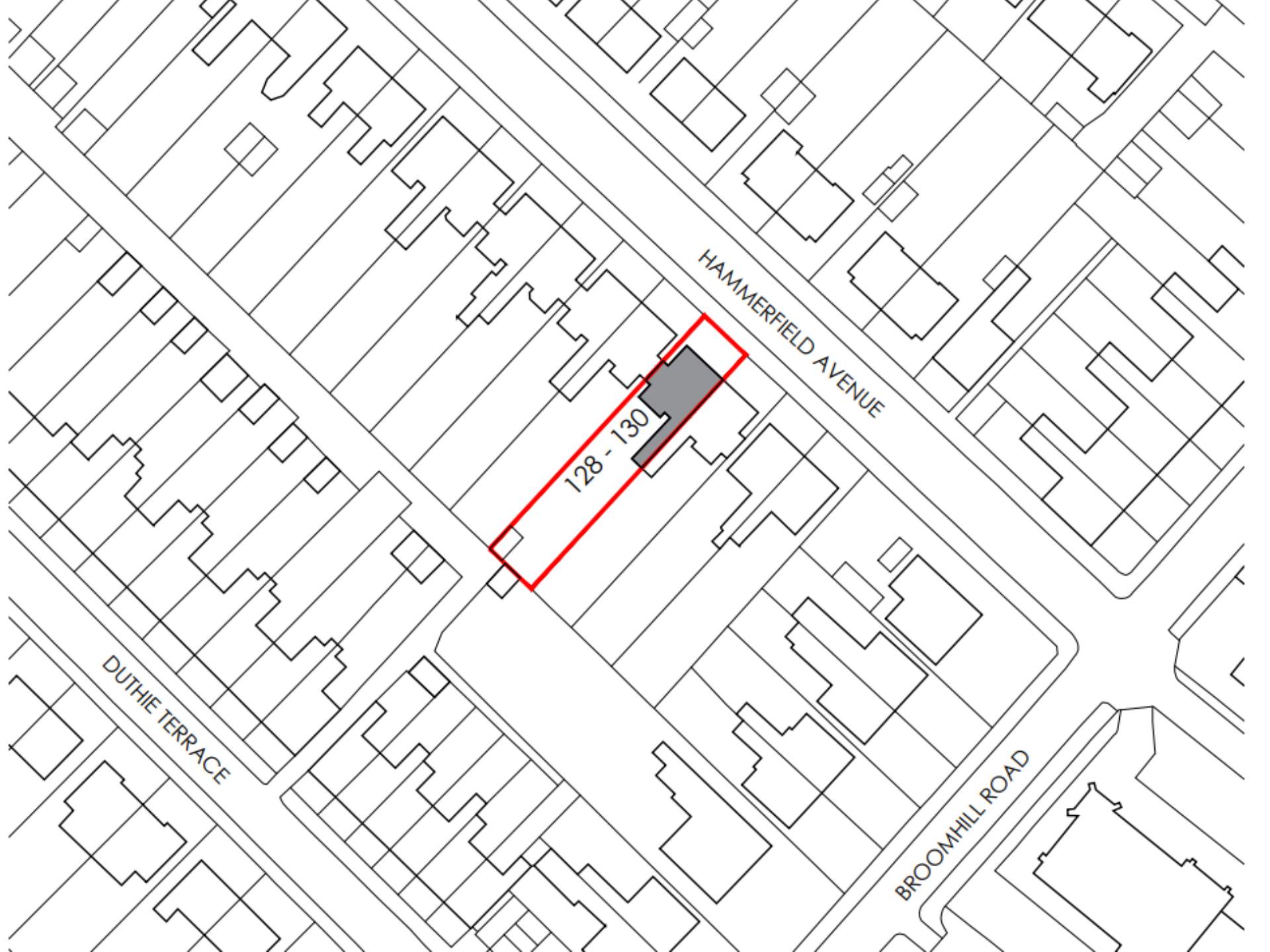
# LOCAL REVIEW BODY



211190/DPP– Review against refusal of planning permission for:

Formation of driveway to rear

128 Hammerfield Avenue, Aberdeen

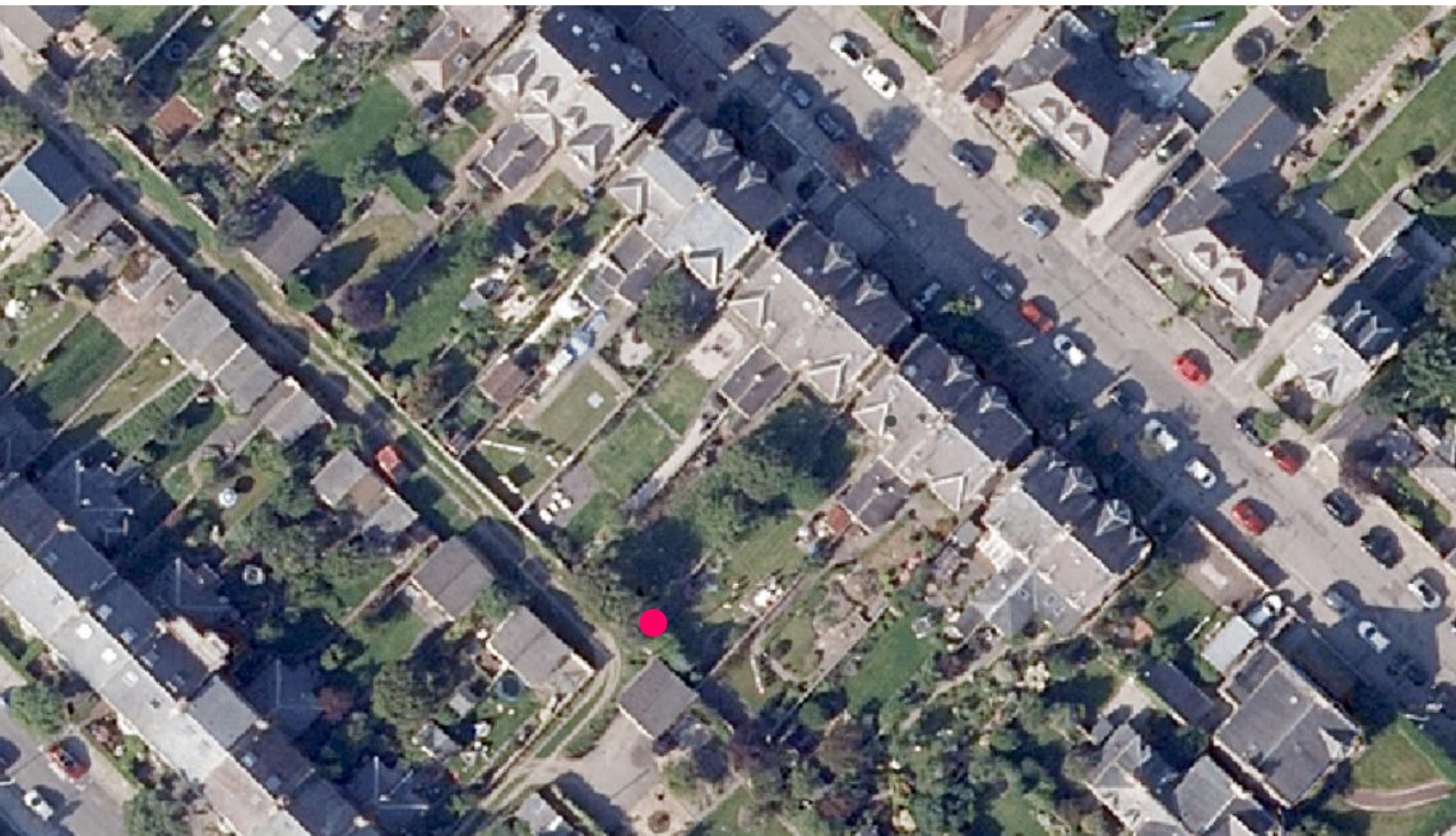


HAMMERFIELD AVENUE

128 - 130

DUTHIE TERRACE

BROOMHILL ROAD





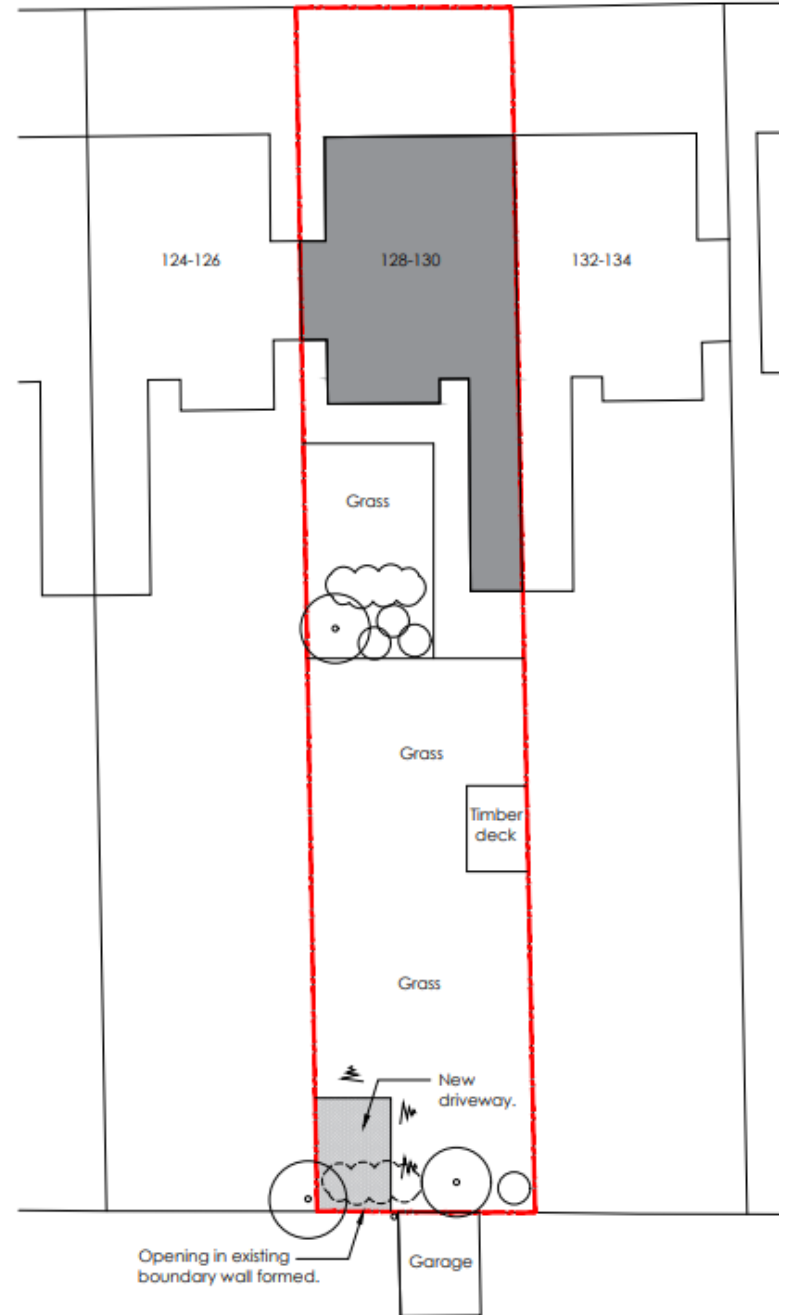
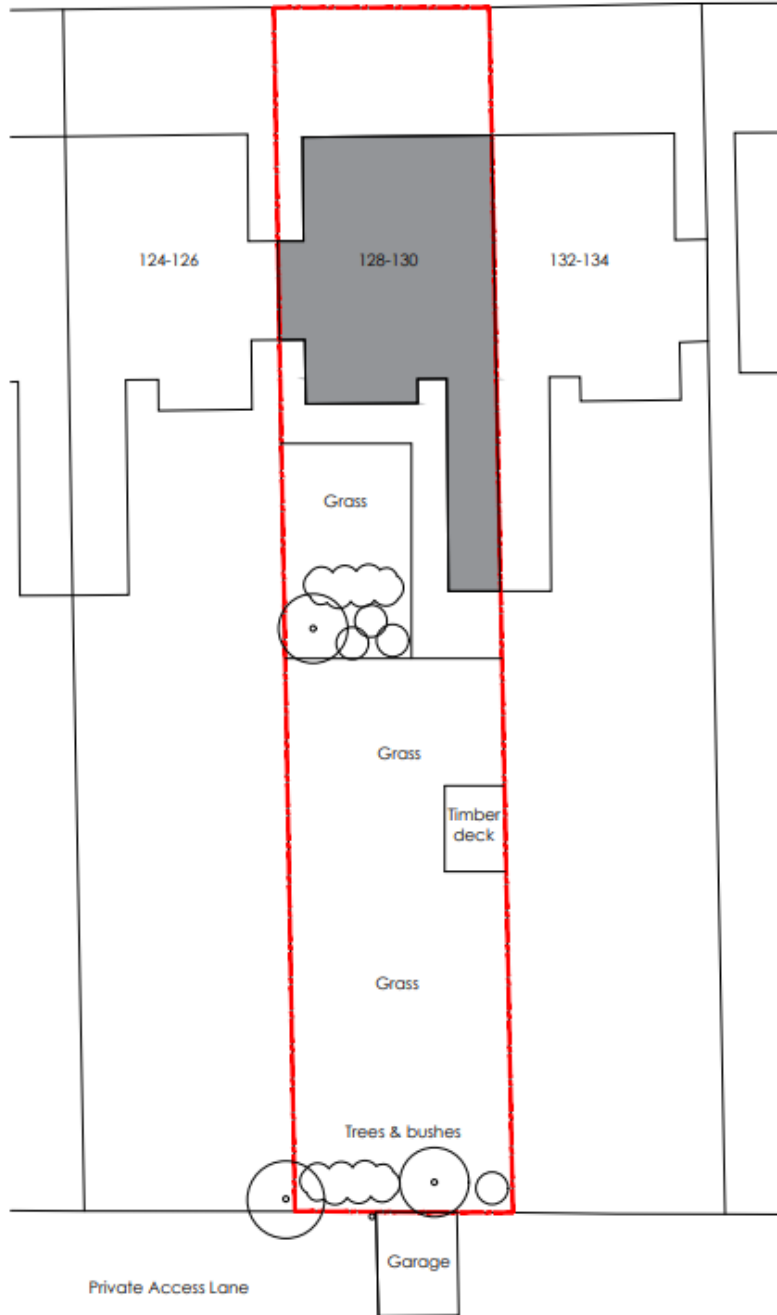
# Photographs as existing (google 2011)







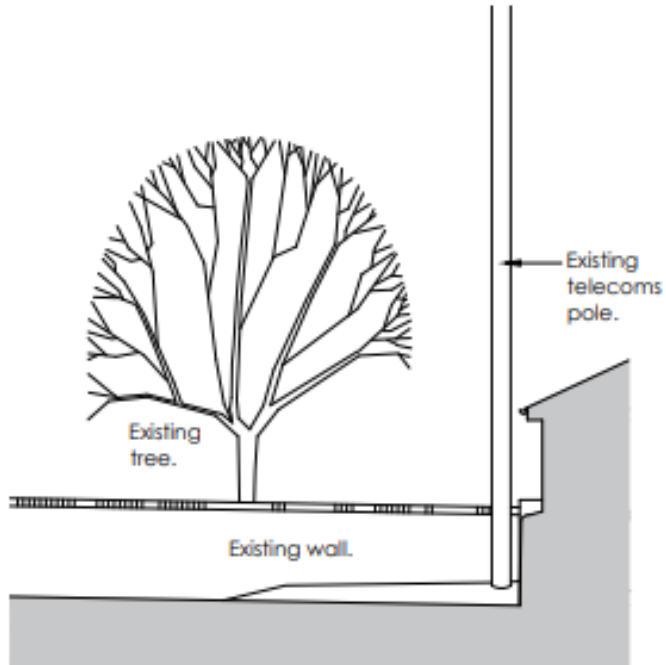
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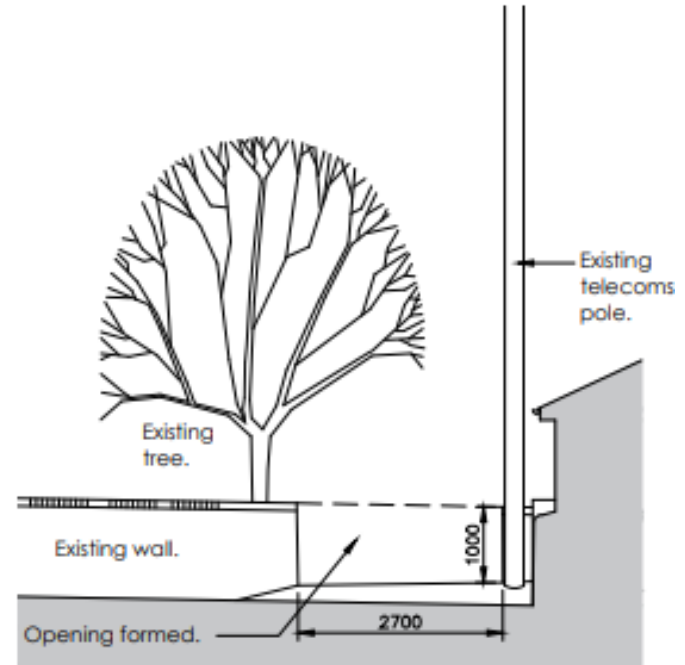




# Elevation



④ EXISTING NORTH-EAST  
WALL ELEVATION 1:100



⑤ PROPOSED NORTH-EAST  
WALL ELEVATION 1:100

# Reasons for Decision

Stated in full in decision notice. Key points:

- Proposed driveway would result in an unacceptable impact on road safety.
- It is therefore contrary to the Supplementary Guidance: 'Transport and Accessibility' and therefore with the provisions of Policy T2 (Managing the Transport Impact of Development) of the Aberdeen Local Development Plan 2017 and Policy T3 (Parking) of the Proposed Aberdeen Local Development Plan 2020 relating to the location of the proposed access.

# Applicant's Case

- Disagree that the proposal would result in an unacceptable impact on road safety, because:
  - There are very few vehicles using the lane
  - Vehicles approaching from Duthie Terrace (to south west) would be able to see the driveway from a distance of over 50m. Any vehicle exiting the drive (which is stated to be in forward gear) would similarly see those approaching from Duthie Terrace.
  - Vehicles approaching from the north would need to slow down to 5-10mph to navigate the corner and would be travelling very slowly when approaching the site. Similarly vehicles exiting the driveway would have use of a proposed mirror mounted on a pole. If they did not have use of the mirror, vehicles approaching at slow speed would mean that there would be little chance of accidents.
  - It is stated that the applicant wishes to buy an electric car and this would make charging easier.

# Policy T2 (Managing the Transport Impact of Development)

## Policy T2 - Managing the Transport Impact of Development

Commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance.

The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation.

Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.

# Proposed Plan 2020 - Policy T3 (Parking)

## Policy T3 – Parking

### City Centre

Within the City Centre boundary – as specified in the Proposals Map – the principle of ‘zero parking’ shall be applied with respect to all new development. Limited vehicle parking will only be permitted when demonstrated as necessary for the servicing/operation of businesses and buildings, and for customer drop off/pick up arrangements. Where possible, such parking should preferably be provided at basement level within buildings and not on ground or street level where this would be at the expense of an active frontage onto a public street, public space or private open space. The needs of disabled people will be considered for all proposals.

### Inner and Outer City

In inner city areas, low or no car development will be supported in suitable locations where there is adequate access to active travel and public transport options. Where this is not possible, development shall be required to comply with the parking standards set out in Aberdeen Planning Guidance: Transport and Accessibility. Low car development is encouraged within conservation areas.

# Transport and Accessibility Guidance

- Driveways must be positioned to enable the required visibility, including pedestrian visibility, to be achieved in accordance with National Standards (Designing Streets and DMRB). A driveway should meet the public road at right angles and a vehicle should be able to enter and exit the driveway at right angles to the road so that a driver can see clearly in both directions without having to turn round excessively. Driveways which do not meet the minimum requirements for visibility will be refused.
- The formation of accesses off rear lanes serving houses or a small number of flats can usually be achieved satisfactorily. The design and positioning of the access/garage should be given careful consideration, particularly with regard to the effect the access/garage will have on the safety and efficiency of the lane.

# Points for Consideration:

Road Safety – to what extent is there an impact on road safety

- 1. Does the proposal comply with the Development Plan when considered as a whole?**
- 2. Do other material considerations weigh for or against the proposal? Are they of sufficient weight to overcome any conflict with the Development Plan?**

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)