

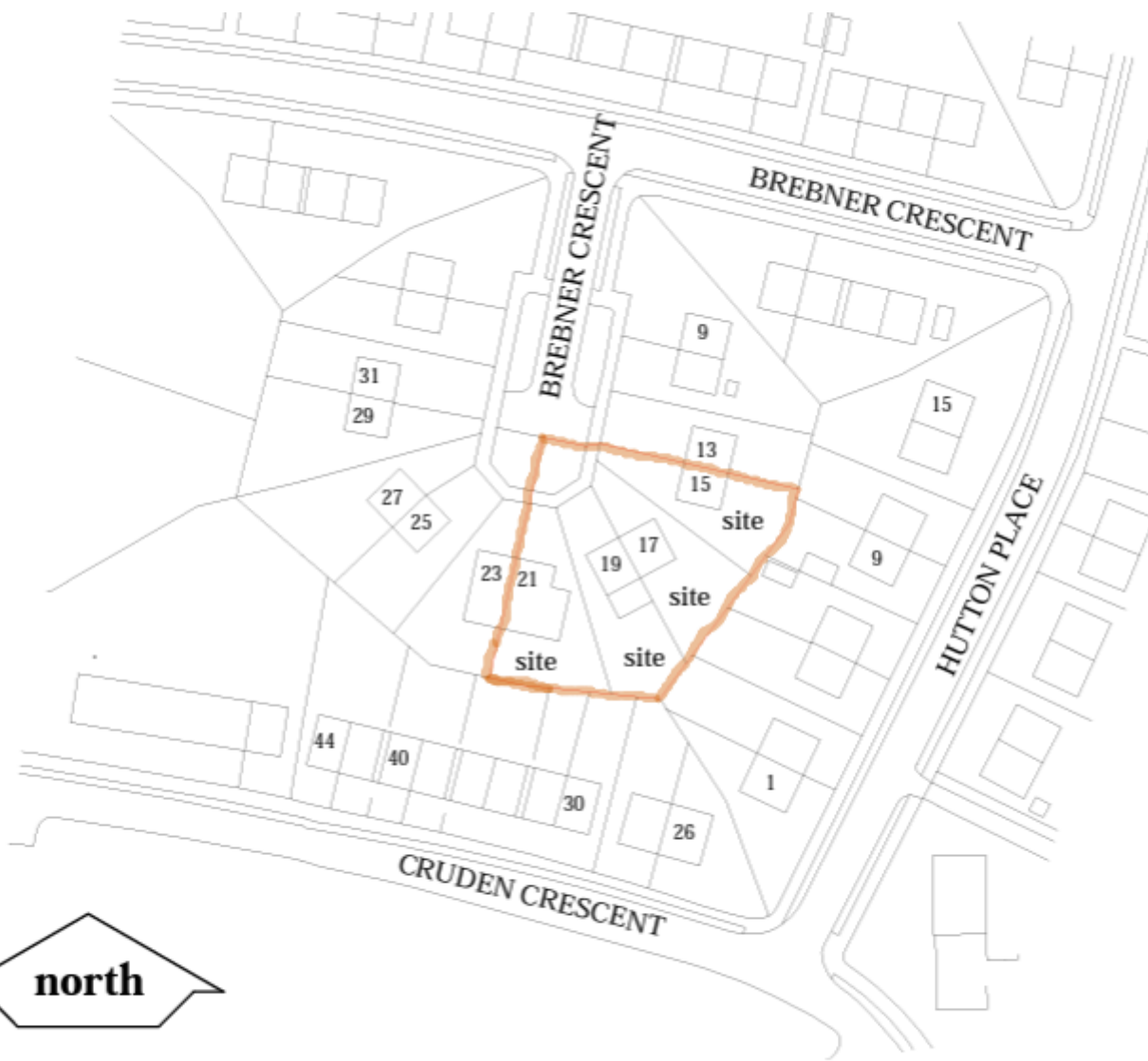
# LOCAL REVIEW BODY



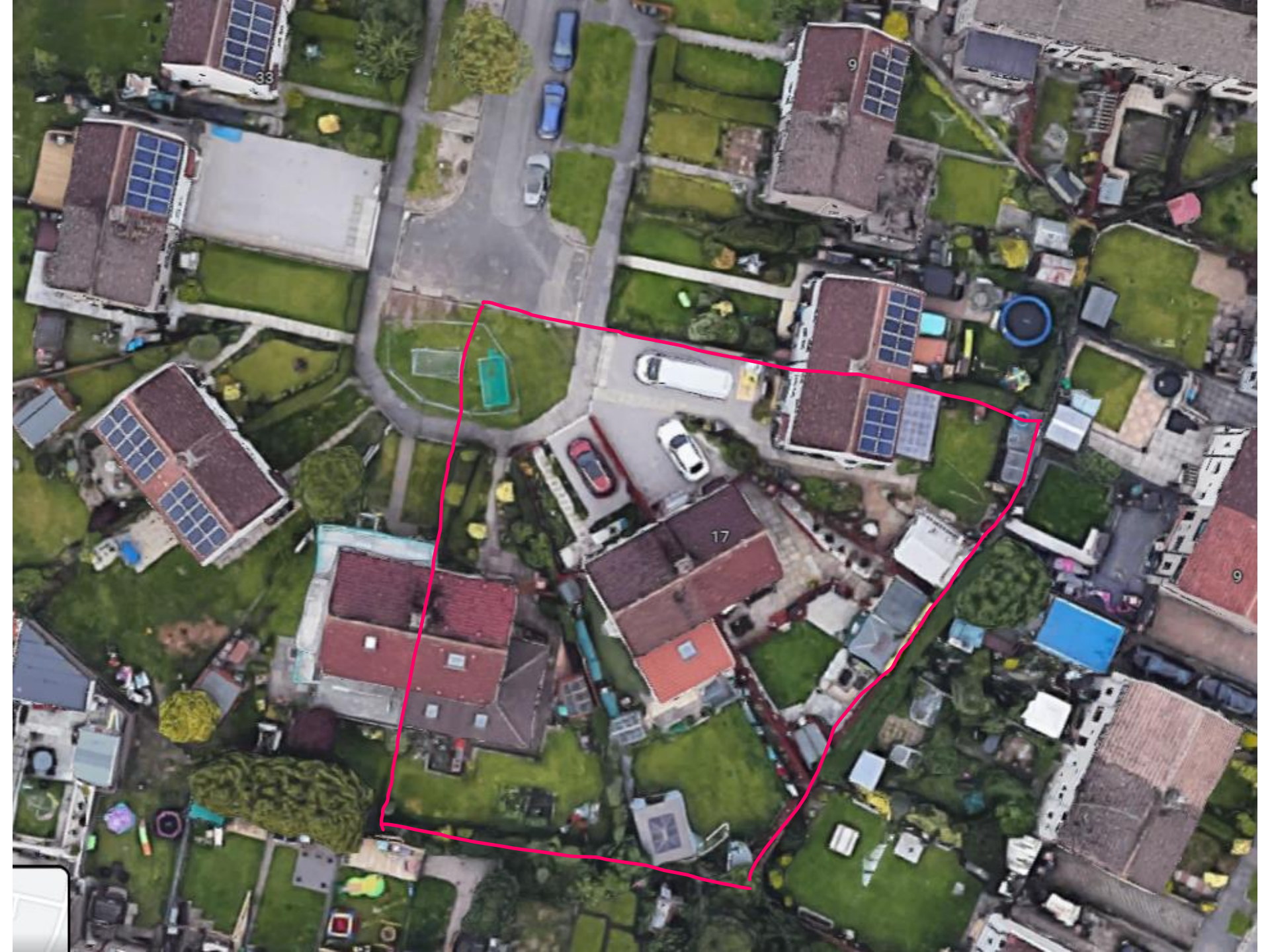
**211459**/DPP – Appeal against refusal of planning permission for:

Change of use from amenity space to footway crossing and formation of driveways with associated works

at **15-21 Brebner Crescent**, Aberdeen



**LOCATION PLAN 1 / 1250.**



# Street view image





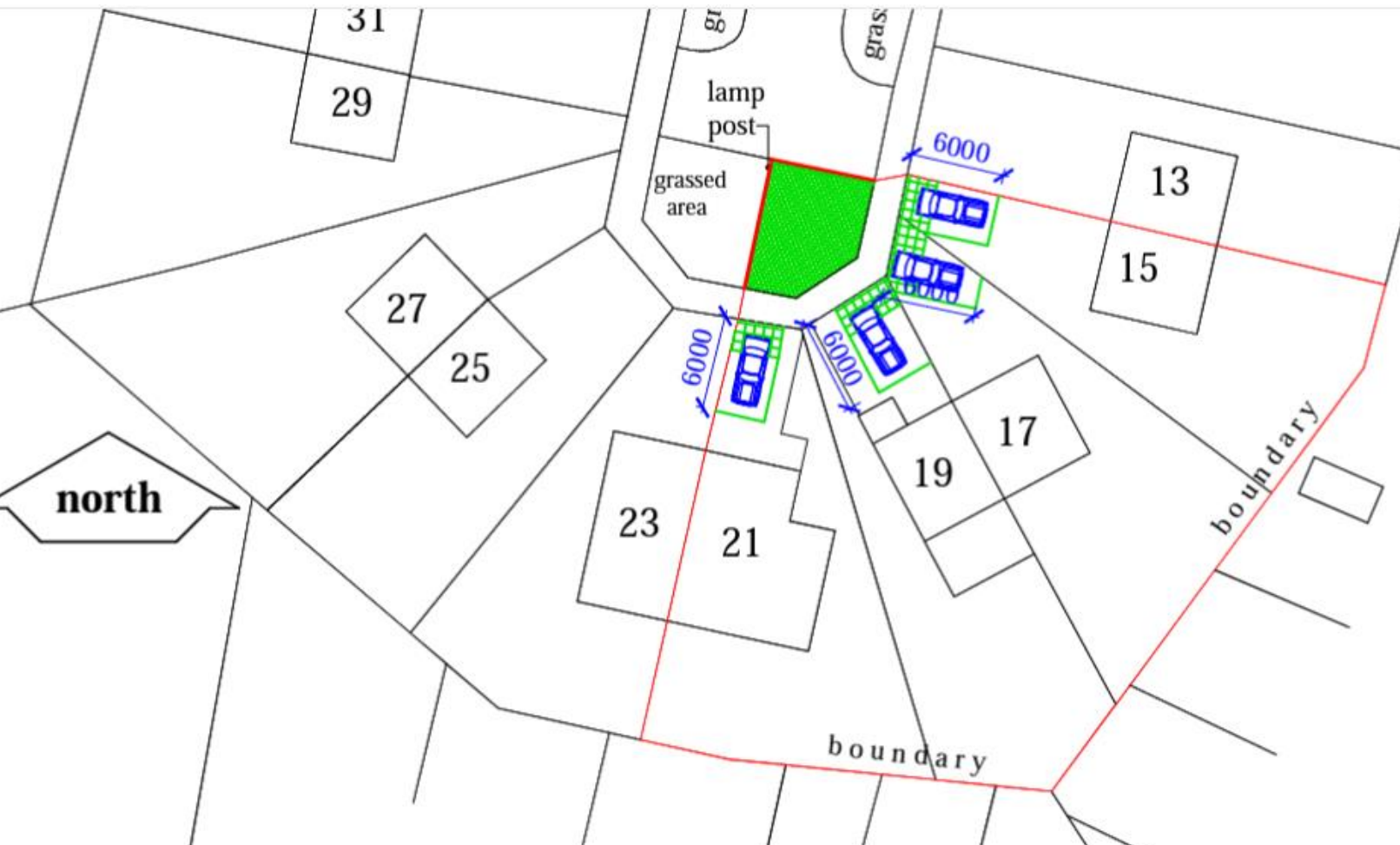
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**PROPOSED SITE LAYOUT PLAN 1 / 500.**



# Reasons for Refusal

- Loss of open space, which contributes to character of the area and is used informally for recreation.
- Visual amenity- hardsurfacing for footway crossings and layout of street
- Road safety – vehicles parking at nos 15 & 17 would cross adjacent driveways, impeding access and resulting in likelihood of overhanging footway. Vehicles at no. 15 unlikely to park at 90 degrees to footway.
- Loss of three public parking spaces
- Precedent
- Contrary to policies on design (D1), green space (NE3), residential areas (H1), transport (SG) and proposed plan similar.

# Applicant's Case for Review

The applicant's respond to each of the points of refusal :

- Loss of open space- applicant would be happy to remove the entire area of green space. The area has become devalued and the proposal would restore amenity
- Detriment to visual amenity due to hardsurface and layout of streetscape – changes inevitably result in difference layout. Houses were built when there were fewer cars. Turning area is used for parking, however, no. 31 has a driveway, should no. 13 install similar, those public spaces would be lost. Use of grasscrete or similar could be used. Grass in many similar areas is churned up by regular use by vehicles.
- Road safety – suitable driveway lengths are achievable. Although users of driveway at no.17 would have to cross no. 15, this can be done safely
- Parking unlikely at right angles to footway – driveways are proposed at right angles to footway
- Loss of on-street parking – no.31 has a driveway approved effectively removing 3no. spaces, and no.13 could also, both without planning permission. This would remove a further 3no. spaces. The proposal would result in a gain of 4 spaces.

# Applicant's Case for Review continued

The applicant's respond to each of the points of refusal :

- Precedent – however, proposals must be considered on merit. Some residents already have driveways. Vehicular and pedestrian safety would not be worse than currently. Driveways have been established in similar situations in other cul-de-sacs, with little or no duplication.
- Proposal would allow charging of electric cars
- Driveways could be surfaced to allow for drainage and reduce environmental impact.



## NE3: Urban Green Space

- Permission will not be granted to redevelop parks, playing fields, sports pitches, woods, allotments or all other areas of urban green space for any use other than recreation and sport.
- Exceptions made where equivalent alternate provision is to be made locally
- In all cases, development only acceptable provided:
  - No significant loss to landscape character and amenity;
  - Public access maintained or enhanced;
  - Site is of no significant wildlife/heritage value;
  - No loss of established/mature trees;
  - Replacement green space of same or better quality is provided;
  - No adverse impact on watercourses, ponds, wetlands;
  - Proposals to develop outdoor sports facilities should also be consistent with SPP



# SG: Householder Dev't Guide

- Should not adversely affect spaces which make a worthwhile contribution to the character and amenity of an area;
- Proposals should not fragment or, if replicated, be likely to erode larger areas of open space or landscaping.
- Should not worsen or create a deficiency in recreational open space
- Should not result in loss of visual amenity – including loss of, or incorporation into private garden of, existing trees/landscaping



# H1: Residential Areas

- Is this overdevelopment?
- Would it have an *'unacceptable impact on the character and amenity'* of the area?
- **Would it result in the loss of valued open space?**
- Does it comply with Supplementary Guidance?

(e.g. Transport and Accessibility SG)



# D1: Quality Placemaking by Design

All dev't must *“ensure high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials”*.

Proposals will be assessed against the following six essential qualities:

- Distinctive
- Welcoming
- Safe and pleasant
- Easy to move around
- Adaptable
- Resource-efficient

# Transport and Accessibility Guidance **DRIVEWAYS**

- Driveways should be min. 15m from a junction (10m acceptable in some instances)
- Driveways for existing houses should be of min. 5m length in order to prevent vehicles overhanging the footway
- Single driveways should be at least 3m wide
- Gradient should generally not exceed 1:20 (1:15 accepted if non-slip surfacing)
- Should be internally drained – not discharging water to road
- No loose materials should be used in first 2m, to prevent materials being carried onto footway/road
- Driveways should meet the road at right angles to optimise visibility





# Points for Consideration:

Zoning: Does the proposal comply with the tests set out in policy H1 (Residential Areas) – in particular loss of green space ?

Road safety ?

Design: Is the proposal of sufficient design quality (D1) , in terms of visual amenity ?

**1. Does the proposal comply with the Development Plan when considered as a whole?**

**2. Are there any material considerations that outweigh the Development Plan in this instance?**

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)