

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning and Infrastructure</b>
DATE	<b>15 November 2011</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Driveway Application Appeals – 158 Bonnyview Drive and 40 Longview Terrace, Aberdeen.</b>
REPORT NUMBER	<b>EPI/11/302</b>

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1. PURPOSE OF REPORT

To provide a comprehensive explanation of the policy, operational and day to day parking patterns in relation to the two applications for driveways. The report provides further information to that presented in the report to the previous Committee.

2. RECOMMENDATION(S)

It is recommended that the applications for a driveway at 158 Bonnyview Drive and 40 Longview Terrace be refused as access in both cases would be from a public parking area which is against the approved policy for driveways and would be detrimental to the general parking provision for the area.

3. FINANCIAL IMPLICATIONS

There are no financial implications as the applicant would be responsible for all costs involved in the construction of the driveway and associated footway crossing should the Committee choose to allow the application.

To provide alternative parking spaces to cover the loss of the installation of these driveways would require funding to be made available and a source identified.

4. OTHER IMPLICATIONS

There is a risk that by approving a driveway at both locations a precedent will be set and future similar applications would be difficult to resist.

## 5. BACKGROUND/MAIN ISSUES

### 5.1.1 Additional Car Parking Survey

At its meeting on the 13<sup>th</sup> September 2011 the Committee had before it a report detailing the driveway applications for 158 Bonnyview Drive and 40 Longview Terrace.

The report to the committee on the 13<sup>th</sup> September 2011 is given in appendix A.

At the request of the local member, Councillor Gordon Graham, the Committee resolved to defer the consideration of the report and instructed that the report be brought back to the next meeting detailing the results from further surveys. The Committee also requested that consideration be given to the driveway layout to minimise the extent of potentially lost parking.

The additional surveys were carried out and are appended for information to this report. (Appendix B and C).

As previously mentioned in the report to Committee on the 13<sup>th</sup> September 2011 details of the policy for the assessment of driveways was given. The sections are as follows –

- I. A driveway will not generally be allowed access from a parking lay-by if that the lay-by is regularly used by parked vehicles, and locally available parking would be reduced detrimentally by creating a driveway access.
- II. Access to a driveway from a communal car park will generally not be allowed if car parking spaces are removed and the overall parking provision within the car park is reduced. However, consent may be considered if the following criteria can be fully satisfied –
  - If the number of spaces which would be removed as a result of creating a driveway can be replaced elsewhere in the area, and
  - Funding can be identified to construct the relocation of car parking spaces elsewhere, and also
  - The applicant(s) has the agreement of the Local Member to progress a scheme for the requisite amount of car parking spaces which would be lost in providing a driveway access.

In relation to point (II) above it is recognised that in most cases, parking problems will affect a local area and not just individual residents. In that regard the policy condition set out above states that the Local Member must grant their consent, and hence be directly consulted, in each case for area schemes which propose to provide the balance of parking lost

from the installation of a driveway. But perhaps most importantly, funding had to be in place to create the replacement parking before the driveway application can be created.

#### 5.1.2 158 Bonnyview Drive

Officers carried out surveys on the 19<sup>th</sup> (Wednesday) and 28<sup>th</sup> (Tuesday) September 2011 at 8.30pm. Within the communal car park there is a total capacity of 14 spaces and it was observed on both occasions that a total of 13 spaces were being occupied.

The surveys identified that there is a constant high demand for on-street parking near 158 Bonnyview Drive and it was recorded that there were vehicles parked all along the eastside of the carriageway on Bonnyview Drive. As Bonnyview Drive has a carriageway width of 5.5m it cannot accommodate parking on both sides of the carriageway. It was also identified that 2 vehicles were parked up on the footway on the access road into the communal car park. This practice is widespread within the area and has been subject of reports to Committee in the past.

The provision of a driveway at 158 Bonnyview Drive would require the loss of 2 public parking spaces which would exacerbate the current high demand for spaces. When constructing a driveway the width of dropped kerb is 3m and transition kerbs of 1m each, whereas a standard parking bay has a maximum width of 2.5m. Therefore the driveway would require the loss of 2 spaces. Officers did give consideration to having a driveway implemented at 2.5m width but following investigation on site it was deemed not possible and 2 parking spaces would be lost.

In line with the policy it is necessary to identify an alternative location for replacement spaces. From the parking surveys there is only one location that could be utilised for additional parking by creating a short lay-by section on the grassed amenity area outside house no's 203-209 Bonnyview Drive. In line with the policy this cost would require to be funded by the applicant or funding made available from other resources. No such funding is available within Council budgets. The typical cost of providing a single lay-by parking space is in the order of £5,000.

#### 5.1.2 40 Longview Terrace

Evening car parking surveys were undertaken by officers on the 19<sup>th</sup> (Wednesday) and 28<sup>th</sup> (Tuesday) September 2011 at 8.30pm. It was identified that within the communal car park there is a total capacity for 16 spaces and during the first survey it was recorded that there was 1 unoccupied space and 4 unoccupied spaces on the second occasion.

On Longview Terrace there is a number of properties that front the carriageway that have driveways, limiting the number of spaces available to residents who want to park on-street outside their property. Surveys indicated that there was on-street parking near the junction of Longview Terrace on the southside of the carriageway which is at near full capacity and utilised by residents parking outside their property.

There is also an additional communal car park on Longview Terrace opposite house No's 13 and 15 which has 12 available spaces and was noted to be under used. On the occasion the surveys were undertaken there was a total of 5 vehicles parking in this area. It would appear this car park is not regularly used as it is viewed as being poorly lit and cannot be seen from a majority of the houses on Longview Terrace. Due to the location of this car park residents opt to park in the visible and safer communal car park or on-street.

Officers consider that to implement a driveway at this location would restrict the increasing demand for parking and sterilise the available public parking in the future. Although alternative parking is available nearby residents already consider it to be less secure and is not well used. This car park could be upgraded however this would require funding that is currently not available.

### 5.1.3 Conclusion

The further surveys on Bonnyview Drive and Longview Terrace have confirmed the previous findings that there is a constant parking problem within the area. As there is a high demand for on-street and off-street parking implementation of a driveway at these two applicants addresses and the removal of public parking spaces will have an impact on the general parking provision for the area. The continued increase in car ownership within residential area will add to parking pressures in the future and the loss of public parking will impact on the amenity and environment of the local area.

Following investigation alternative locations for this loss in parking spaces has been identified, however this will require significant funding and is estimated at £10,000. Funding would require to be met from external sources as there is no funding available for these alternative parking locations from existing council budgets.

As a result of the above, officers would maintain their previous position that the creation of a driveway for either applicant would impact on the available parking for the area and be against the adopted policy.

## 6. IMPACT

The creation of driveway at 158 Bonnyview Drive and 40 Longview Terrace will lead to additional road safety risks. Reducing the available parking spaces may lead residents to park indiscriminately creating problems of obstruction and road safety. The current practice of parking on footways continues to create safety difficulties and especially access for pedestrians.

## 7. BACKGROUND PAPERS

Appendix A, B and C

## 8. REPORT AUTHOR DETAILS

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## Consultees comments

Enterprise, Planning and Infrastructure Committee

**Convener: Councillor Kate Dean** – Email sent 07/10/2011

**Vice Convener: Councillor John Corall** – Email sent 07/10/2011

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### Local Members

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Councillor Gordon Graham                      Email sent 07/10/2011

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Councillor Jackie Dunbar                      Email sent 07/10/2011

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Councillor Kevin Stewart                      Email sent 07/10/2011

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### Council Officers

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Barry Jenkins, Head of Finance, Resources – ***has been consulted and had no comments relating to finance.***

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Jane MacEachran, City Solicitor, Continuous Improvement - ***has been consulted***

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Ciaran Monaghan, Head of Service, Office of Chief Executive - ***has been consulted***

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Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - ***has been consulted***

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Hugh Murdoch, Head of Service, Shelter and Environment – ***has been consulted***

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Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – ***has been consulted and agrees with our conclusions and has no further comments to make.***

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Mike Cheyne, Roads Manager - ***has been consulted***

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Margaret Jane Cardno, Community Safety Manager - ***has been consulted noted that the introduction of a driveway at each of these locations would have a negative impact on the parking issues that are already in place within the area. Within Heathryfold area it is a common complaint that parking spaces are in short supply.***

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Dave Young, Account Manager, Service, Design and Development - ***has been consulted***

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Kathryn McFarlane, Service Co-ordinator

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Allison Swanson, Committee Services

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