
Local Review

LRB Ref 70

Planning Application Reference 12/01923/APP Proposed Extension and Demolish Existing Garage at 7 Torfness Place, Elgin

Response from Transportation, Moray Council

1. This document is in response to the Notice of Review and the Statement of Case submitted by Scottish Planning and Architecture Limited on behalf of the Appellant and sets out observations by Transportation on the application and the grounds for seeking a review.
2. This review concerns planning application 12/01923/APP for the demolition of an existing garage and the erection of an extension at 7 Torfness Place, Burghead.
3. Transportation was consulted for the planning application on 6 December 2012 and a site visit was undertaken. From the floor plan drawings submitted as part of the planning application, it appears that 7 Torfness Place is currently a three bedroom property. The proposed demolition of the garage and provision of the extension would increase the number of bedrooms at this property to six. This would be a doubling of the number at this property. A copy of the consultation response is attached (TMC01) which recommended refusal on the grounds of insufficient parking provision.
4. For a single house development, The Moray Council Parking Standards (2010) state the following minimum on-plot parking provision for residential dwellings, an extract is attached (TMC 02):
 - 2 on-plot parking spaces for a dwelling with three bedrooms or less; or
 - 3 on-plot parking spaces for a dwelling would four bedrooms or more.
5. It is noted that in the case of two separate three bedroom properties, the parking requirement would be a minimum of four on-plot parking spaces.
6. The proposed extension would require the provision of a minimum of three on-plot parking spaces to meet The Moray Council Standards. The existing garage would be removed (counting as a loss of one existing on-plot parking space), leaving the remaining driveway which the appellant states could accommodate parking for two vehicles.
7. Planning permission for the development at Torfness Place was applied for in 1976, over 35 years ago during which the level of traffic and size of service vehicles have both increased. The development layout was designed and constructed as a 5.5m wide two-way housing access road with 2.5m wide service lay-bys to accommodate short stay parking, which do not count as resident's parking spaces. The carriageway, lay-bys and footways form part of the Public Road.
8. Access to property No's 2, 3, 4, 5, 6, 7, 8 and 9 Torfness Place is taken via the roadside lay-bys, which were designed to accommodate parking parallel to the public road for two visiting service vehicles. A drawing showing the extent of the Public Road and the location of the driveways is attached (TMC03).

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9. On-site observations by both Transportation and the applicant show that in order to meet the existing demand for on-street parking, vehicles are parking at an angle within one or other of these lay-bys. Photographs showing this behaviour on different occasions are attached (TMC04). It should be noted that the photographs also show on-street parking occurring elsewhere at Torfness Place, including on the public footway.
10. When vehicles are parked at an angle within the service lay-bys, part of the vehicle extends into the running carriageway of the two-way road, causing an obstruction to vehicles, in particular visiting service vehicles. Transportation has undertaken a vehicle swept path analysis for the standard size of refuse collection vehicle within the Moray Waste Management fleet. This swept path analysis shows that the refuse collection vehicle requires the full width of the road to make its manoeuvres and that any vehicle parked at an angle within the service lay-by would be an obstruction to these manoeuvres. A copy of the swept path analysis is attached (TMC05).
11. The appellant's case is based on information presented in The Moray Council Parking Standards which relates to parking provision for new housing developments. The first eight pages of the Parking Standards are attached (TMC06). A full copy of the Parking Standards can be viewed on The Moray Council website at the following location: www.moray.gov.uk/downloads/file79871.pdf
12. For new large scale developments, adopting the approach in the Scottish Planning Policy document Designing Streets, up to 10% of the parking requirement for a development could be provided as 'on-street'. This approach to parking provision is for new developments where an overall assessment of the demand for parking has been undertaken, there are clear benefits to providing on-street parking and the provision of on-street parking has been designed to ensure that the path of visiting service and emergency vehicles is not obstructed. Paragraph 48 of The Moray Council Parking Standards provides details of the conditions which would permit the provision of on-street parking in new developments (see TMC06).
13. In the appellant's statement reference is made to paragraphs 45 through 47 of The Moray Council Parking Standards (see TMC06). The appellant proposes that one of the three parking spaces required on plot for the extended dwelling is 'on-street' e.g. the vehicle parks on the Public Road. However paragraphs 45 through to 47 refer to 'unallocated' parking spaces in new developments which are not part of the public road, e.g. private car parks, parking courtyards. The area shown in the appellant's submission as an 'unallocated' parking space is part of an existing public road, (refer to TMC 02).
14. From on-site observations it is clear that on-street parking demand is already exceeding the spaces available at Torfness Place and that the public road in front of No's 6 and 7 is already well utilised by parked vehicles, which on occasion cause an obstruction to visiting service vehicles. The proposed extension, without adequate off-street parking within the site, would lead to further obstruction of the public road/footways with resulting adverse impacts on the manoeuvring of waste collection and other service vehicles.

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15. Transportation, respectfully, requests the MLRB to uphold the decision by the appointed officer. In particular on the grounds that Moray Local Plan Policy T5: Parking Standards is not satisfied and there is already observed demand for parking that outweighs the level of provision.

Transportation

7 February 2013

Documents

TMC01	Transportation Consultation Response dated 14 December 2012
TMC02	Extract from The Moray Council Parking Standards (2011) page 21
TMC03	Torfness Place Extent of Public Road and Location of Private Driveways
TMC04	Site Photographs February 2013
TMC05	Refuse Collection Vehicle Swept Path Analysis
TMC06	Extract from The Moray Council Parking Standards (2011) pages 1 to 8