

Report To: The Planning Board

Date: 4 August 2021

**Report By: Interim Service Director
Environment & Economic Recovery**

**Report No: 21/0107/IC
Plan 08/21**

**Local Application
Development**

Contact Officer: David Ashman

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Subject: Demolition of existing dilapidated two storey dwelling house, erection of new single storey replacement dwelling house and change of site access point at Framlington, Knockbuckle Road, Kilmacolm



SUMMARY

- The proposal accords with the adopted 2019 Inverclyde Local Development Plan and the proposed 2021 Inverclyde Local Development Plan
- 12 objections and 38 representations in support have been received
- The consultation replies present no impediment to development
- The recommendation is to GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS

Drawings may be viewed at:

<https://planning.inverclyde.gov.uk/Online/applicationDetails.do?activeTab=documents&keyVal=QR8I6JIMM4500>

SITE DESCRIPTION

The application site comprises a 1,130 square metres residential property known as “Framlington” on Knockbuckle Road in Kilmacolm. The plot is currently occupied by a semi-derelict detached villa which sits roughly at the centre of the plot and presents a front elevation to Knockbuckle Road.

The existing house has been vacated in recent years and, more recently, a considerable number of overgrown coniferous trees have been removed from the site with only a limited number of trees remaining. It is bound to the north by a low stone wall; to the east by an approximately 2.5 metres high hedge which sits to the rear of a grass verge associated with Millburn Drive; to the west by a mix of a lower beech hedge and stone wall (close to the front of the plot) and a 1.8 metres high timber screen fence which is partly dilapidated (close to the rear of the plot); and to the south by an approximately 1.8 metres high screen fence, 1.4 metres fence and wall combination and a mature hedge, the latter being within the neighbouring property.

The plot sits between Millburn Drive and Knockbuckle Lane, is currently accessed from Knockbuckle Road and is therefore bound on 3 sides by roads. Beyond Knockbuckle Lane the semi-detached bungalow “Dun Eistein” presents a side wall to the property; beyond Knockbuckle Road the detached villas “Birch Trees” and “Caerketton” present front elevations to the property and beyond Millburn Drive the detached bungalow “Larch Wood” presents a side elevation to the property. Knockbuckle Road contains a wide variety of mainly detached and semi-detached properties finished in a range of materials and colours, largely consisting of slate or tiled roofs but also containing cladding features, and with rendered and stone walls with timber featured cladding. Adjacent dwellings in Millburn Drive also have brick finishes.

PROPOSAL

Planning permission is sought to demolish the existing villa and to construct a single storey dwelling in its place. The proposed dwelling is of bespoke and contemporary design, occupying a larger footprint within the plot than the current dwelling and having more of a north to south axis (compared to the east to west axis of the present dwelling). With the walls of the proposed dwelling forming a footprint of 257 square metres, it occupies approximately one-fifth of the overall plot.

The configuration of the dwelling footprint is unique with most rooms in the dwelling contained within the approximately 33 metres long main section of the dwelling running parallel with Millburn Drive. This section is broken up into a 22 metres long linear wall and a more recessed 8 metres long section, the latter containing the master bedroom. These components are separated by a 3 metres wide insert featuring a small pond. The two sections are linked by a short glazed corridor which is further recessed from Millburn Drive. The main section is to be finished with a low angle monopitch zinc roof (at approximately 16 degrees) with the master bedroom section finished with a flat sedum roof. There is a smaller centrally located western projection extending approximately 8 metres from the main section that is to be finished with a large overhanging sedum roof which will also enclose a detached storage and bin area siding onto Knockbuckle Lane.

Overall, the dwelling will contain 4 bedrooms, an open plan living room and kitchen/dining area, a small study and a utility room. There are also further small storage areas. The main section of the dwelling is to be finished in facing brick. Cedral timber panelling is to be used on the western projection with substantial areas of glazing and glazed doors facing into the private rear garden area. Fenestration on the northern and eastern elevations is more limited.

An “afternoon terrace” and planting area is to be contained within the private rear garden adjacent to the dwelling. The submitted information suggests these will be at garden level.

Vehicular access to the site is to be taken from Knockbuckle Lane with the existing access from Knockbuckle Road closed off. Most of the existing boundary treatments are to be retained, including the approximately 2.5 metres high hedge along the eastern boundary, although those on the western boundary will be adjusted to allow for the formation of the vehicular access and to

address visibility splay requirements. The plans also indicate that the remaining trees on the site are to be retained.

The applicant has provided a supporting statement, design statement, and an ecology study. It is explained that the health needs of the applicant's children have been the primary influence in key aspects of the design, allowing for future wheelchair use with all rooms on the one level.

ADOPTED 2019 INVERCLYDE LOCAL DEVELOPMENT PLAN

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 20% by the end of 2022.

Other solutions will be considered where:

- (a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- (b) there is likely to be an adverse impact on the historic environment

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 8 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- a be at significant risk of flooding; (i.e. within the 1 in 200 year design envelope);
- b increase the level of flood risk elsewhere; and
- c reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

Policy 9 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place.

Policy 10 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- a provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and
- b include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Policy 11 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 34 - Trees, Woodland and Forestry

The Council supports the retention of ancient and semi-natural woodland, trees covered by Tree Preservation Orders and other trees and hedgerows, which have significant amenity, historical, ecological, landscape or shelter value. Where the removal of such woodland, trees or hedgerows is proposed as part of a planning application, this will not be supported unless:

- a it can be clearly demonstrated that the development cannot be achieved without removal;
- b the public benefits of the proposal outweigh the loss of trees/hedgerows; and
- c compensatory planting will be provided, to a standard agreed by the Council.

Development affecting trees will be assessed against Supplementary Guidance to be prepared by the Council. This will also cover the protection of ancient woodlands and the management and protection of existing and new trees during and after the construction phase.

Proposals for new forestry/woodland planting will be assessed with regard to the Supplementary Guidance to be prepared in association with the Clydeplan Strategic Development Plan, and the UK Forestry Standard.

Planning Application Advice Note (PAAN) 2 on "Single Plot Residential Development" applies.

PROPOSED 2021 INVERCLYDE LOCAL DEVELOPMENT PLAN

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set out in Figure 2 and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 20% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 25% by the end of 2025.

Other solutions will be considered where:

- (a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- (b) there is likely to be an adverse impact on the historic or natural environment.

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 9 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- o be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- o increase the level of flood risk elsewhere; and
- o reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood risk management schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the resources protected by the Plans historic buildings and places and natural and open spaces chapters, and the transport network. Where practical and effective, nature-based solutions to flood management will be preferred.

Policy 10 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 4th edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place, which identifies who will be responsible for maintenance and how this will be funded in the long term.

Policy 11 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- o provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, including links to the wider walking, cycling network and public transport network; and
- o include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters

Policy 12 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network.

Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards.

Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 17 - Brownfield Development

The Council offers in principle support for proposals to bring brownfield sites in the urban area into beneficial use.

Proposals for the temporary greening of brownfield sites will be supported where it is demonstrated that they will deliver a positive impact to the local environment and overall amenity of the area. For sites identified for development in this Plan, temporary greening projects should not prejudice the future development of the site.

Proposals for advanced structure planting to create a landscape framework for future development on sites identified in the Plan will be supported.

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that are acceptable to the Council and ensure that the site can be made suitable for the proposed use.

Policy 18 - Land for Housing

To enable delivery of the Clydeplan Strategic Development Plan housing supply target for Inverclyde, new housing development will be supported on the sites identified in Schedule 3, and on other appropriate sites within residential areas and town and local centres. All proposals for residential development will be assessed against relevant Supplementary Guidance including Design Guidance for Residential Development, Planning Application Advice Notes, and Delivering Green Infrastructure in New Development.

The Council will undertake an annual audit of housing land in order to ensure that it maintains a 5 year effective housing land supply. If additional land is required for housing development, the Council will consider proposals with regard to the policies applicable to the site and the following criteria:

- a) a strong preference for appropriate brownfield sites within the identified settlement boundaries;
- b) there being no adverse impact on the delivery of the Priority Places and Projects identified by the Plan;
- c) that the proposal is for sustainable development; and
- d) evidence that the proposed site(s) will deliver housing in time to address the identified shortfall within the relevant Housing Market Area.

There will be a requirement for 25% of houses on greenfield housing sites in the Inverclyde villages to be for affordable housing. Supplementary Guidance will be prepared in respect of this requirement.

Policy 20 - Residential Areas

Proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Where relevant, assessment will include reference to the Council's Planning Application Advice Notes Supplementary Guidance.

Policy 35 - Trees, Woodland and Forestry

The Council supports the retention of trees, including ancient and semi-natural woodland, trees covered by Tree Preservation Orders and other trees and hedgerows, which have significant amenity, historical, ecological, landscape or shelter value. Where the removal of such woodland, trees or hedgerows is proposed as part of a planning application, this will not be supported unless:

- a) it can be clearly demonstrated that the development cannot be achieved without removal; or
- b) the public benefits of the proposal outweigh the loss of trees/hedgerows; and

- c) compensatory planting will be provided, to a standard agreed by the Council.

Development affecting trees will be assessed against Supplementary Guidance to be prepared by the Council.

Proposals for new forestry/woodland planting will be assessed with regard to the policies of this Plan and the Forestry and Woodland Strategy for the Glasgow City Region

Draft Planning Application Advice Note (PAAN) 2 on "Single Plot Residential Development" applies.

CONSULTATIONS

Head of Service - Roads and Transportation – The following comments have been provided:

1. Parking should be provided in accordance with the National Roads Development Guidelines:

1 bedroom 1 parking space
2-3 bedrooms 2 parking spaces
4 bedrooms 3 parking spaces
2. The proposed dwelling has 4 bedrooms which requires 3 parking spaces.
3. Parking spaces should be 3.0m x 5.5m each on the driveway. Where the driveway forms the pedestrian access to the site there should be a minimum of 0.9m past the parking spaces. The applicant should demonstrate that the parking and pedestrian accesses can be accommodated within the site.
4. The access should be paved for a minimum of 2.0m to prevent loose materials being spilled on to the road.
5. The access should be taken via a footway crossover and not a junction as shown on the proposed site plan.
6. The applicant should demonstrate that a visibility splay of 2.4m x 20.0m x 1.05m can be achieved from the main access onto Knockbuckle Lane.
7. The applicant should demonstrate that the access has a gradient of 10% or less.
8. All surface water during and after development is to be limited to that of greenfield run off. Surface water drainage measures should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and run-off from adjacent areas. In the event of a design exceedance it should show that there will be no detriment to land or property as a result of overland flow caused by the development.
9. All surface water run-off is to be contained within the site.

Council's Ecologist – The survey was carried out at the correct time of year following correct guidance and by experienced, licenced ecologists. The listed recommendations must be followed. If work is carried out during the nesting season a nest check must be carried out. Careful checks outwith this period would be required.

PUBLICITY

The nature of the proposal did not require advertisement.

SITE NOTICES

The nature of the proposal did not require a site notice.

PUBLIC PARTICIPATION

The application was subject to neighbour notification. 12 objections and 38 representations in support (including support from Kilmacolm Civic Trust) were received.

The points of objection may be summarised as follows:

- The design of the proposed dwelling is considered to be insensitive in the context of the surrounding area, particularly its shape and the metal roof element of the structure which is regarded as more suited to a retail, industrial or agricultural environment and will be a visible feature on entry to Millburn Drive. Established characteristics of the area, such as an apex roof or white render and roof slates or tiles, have not been used.
- The sedum roof is more than revolutionary and will be a novelty feature.
- Other new houses in the vicinity have been built with more traditional materials.
- There are existing title restrictions on external finishes to properties in Millburn Drive requiring uniform colours and the proposal would contrast with these.
- Trees have been removed from the site which should have been retained.

The points in support may be summarised as follows:

Design issues

- The design is considered to be a good example of forward thinking, bespoke, progressive architecture which is characteristic of the development of Kilmacolm. More locally, Knockbuckle Road comprises uniquely designed detached houses, some of which have accessibility adaptations. The accessibility for this proposal is built into the design.
- There are a wide variety of housing styles and building materials used around the village and this proposal would be characteristic of this. This includes the use of zinc roofing.
- The zinc roofing also allows a lower pitched roof helping to minimise visual impact.
- Varied depth of frontage to Millburn Drive and the brick finish relates to the existing street form.
- The proposed dwelling will not overlook neighbouring properties.
- The proposed dwelling is of an appropriately scaled height, in keeping with existing bungalows, and is well designed, looking attractive from each of the surrounding roads.
- The proposed layout cleverly addresses the “marooned” nature of the site between two roads and is tailored to the site.
- Retention of the existing perimeter hedge will mean it is not particularly obtrusive.

Miscellaneous issues

- Removal of the dilapidated house and construction of the new house will bring an improvement to the area.
- The repositioned access to Knockbuckle Lane is a welcome safety improvement.
- The proposed house will meet the specific health needs of the applicant’s family. The required function has dictated the form.
- The design will support modern living.
- The Council should support re-development of derelict sites like this.
- Support for the sedum roof in the interest of biodiversity.

ASSESSMENT

The material considerations in the determination of this application are the adopted and proposed Inverclyde Local Development Plans (LDP), adopted and draft Planning Application Advice Notes (PAAN) No.2 on “Single Plot Residential Development”, the consultation replies, the representations and the applicant’s supporting information.

The application site is located within a mainly residential area which is formally identified as such under Policy 20 of the proposed LDP. This policy indicates that proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area with, where relevant, regard to the Council's Planning Application Advice Notes Supplementary Guidance. Adopted and draft PAAN 2 are relevant in this regard. The guidance provided in both is that the plot size, the proportion of built ground to garden ground and the distance of the building to boundaries should reflect that in the locality; the established street front building line should be followed; the proposed building height, roof design, use of materials and colours should reflect that in the locality; ground level windows should comply with window intervisibility guidance with the use of opaque glazing or boundary treatments as an alternative solution where necessary; and the level of car parking according with the National Roads Development Guide.



Site as viewed from the junction of Knockbuckle Road and Knockbuckle Lane

There is no equivalent to Policy 20 in the adopted LDP due to the quashing of the “Our Homes and Communities” chapter of the LDP by the Court of Session in July 2020. Policy 1 of both LDPs is relevant, however, in that they require all development to have regard to the six qualities of successful places with consideration given to the relevant factors in the associated figures. In this instance the relevant factors are being “Distinctive” in reflecting local architecture and urban form (altered to “reflect local vernacular/architecture and materials” in the proposed LDP); “Resource Efficient” in making use of previously developed land, incorporating low and zero carbon energy-generating technology, utilising sustainable design and construction techniques; being “Safe and Pleasant” in avoiding conflict between adjacent uses, notably in this instance with regard to flooding, invasion of privacy and overshadowing, and minimising the impact of traffic and parking on the street scene; and being “Welcoming” in integrating new development into existing communities and creating attractive and active streets.

A range of other policies are also applicable. Policy 6 of both LDPs indicates support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero-carbon generating technologies, rising to at least 20% by the end of 2022. The figures in the proposed LDP are 20% and 25% respectively by the end of 2025.

Policy 8 of the adopted LDP and Policy 9 of the proposed LDP relate to managing flood risk and require that it be demonstrated that developments are not at significant risk of flooding, will not

increase the level of flood risk elsewhere, and will reduce the water conveyance and storage capacity of a functional flood plain. Policy 9 of the adopted LDP and Policy 10 of the proposed LDP require that new build development which requires surface water to be drained should demonstrate that this will be achieved during construction and once completed through a sustainable drainage system unless the proposal is for a single dwelling.

Policy 10 of the adopted LDP and Policy 11 of the proposed LDP relate to the promotion of sustainable and active travel with the key requirement in this instance being that electric charging infrastructure be included. Policy 11 of the adopted LDP and Policy 12 of the proposed LDP require that developments comply with the Council's roads development guidelines and parking standards.

Policy 17 of the proposed LDP is in respect of brownfield development and indicates that the Council offers in principle support for proposals to bring brownfield sites in the urban area into beneficial use. Policy 18 of the proposed LDP supports new housing development on appropriate sites within residential areas.

Finally, Policy 34 of the adopted LDP and Policy 35 of the proposed LDP supports the retention of trees and hedgerows which have significant amenity value.

As the proposal is for a single house plot on a brownfield site within a residential area it is considered to accord in principle with Policies 17 and 20 of the proposed LDP. Consideration, however, requires to be given to the details of the proposal and it is considered that the guidance within both PAAN2s is the starting point for such assessment. In this regard, plot size within the immediate vicinity varies although it most closely relates to plots on the same side of Knockbuckle Road. These are characteristically deep plots fronting Knockbuckle Road with rear boundaries onto other residential development. Indeed, the shape of the plot is almost a mirror image of "Dun Eistein" to the west. The footprint of the proposed dwelling occupies approximately 22% of the plot. There are plots in the vicinity where the percentage coverage rises to approximately 25%, others where it drops nearer to 15%. I am therefore satisfied that the proportion of built ground to garden ground is reflective of neighbouring developments. Similarly, the distance of the building to the garden boundaries is reflective of the locality with the exception of the depth of the dwelling on the plot. This matter needs to be explained in more detail.

The configuration of the plot, which is triangular in shape with the narrowest part fronting Knockbuckle Road, favours a more recessed building line to maximise use of the width of the plot. Indeed the current dwelling is recessed from Knockbuckle Road relative to adjacent dwellings because of this is. The applicant's design solution to achieve the floorspace required for a single storey dwelling is to re-orientate development on the plot with the key axis of the proposed dwelling running north-south rather than east-west. To a large extent function has dictated form with the design highly influenced due to the applicant's specific needs. This has resulted in an unusually deep dwelling with an elongated frontage onto Millburn Drive and a rear building line closer to the plot to the south than would normally be the case. Whilst unusual, the resultant reduced distance to the rear boundary is considered to be acceptable for several reasons. Firstly, it is only a narrow section of the rear boundary which is affected. The part of the dwelling closest to the common boundary is approximately 6 metres wide and is set back approximately 4.3 metres from the common boundary, leaving a remaining rear garden width along this boundary of approximately 26 metres. It is also the specific location of this closest section that makes it acceptable, in that it faces towards the neighbouring front garden and is largely screened by the existing boundary fence and hedge. Furthermore, as a consequence of pre-application negotiation to break up what would have been an excessively long frontage to Millburn Drive by recessing sections and finishing the master bedroom with a flat roof to reduce bulk, this part of the proposed dwelling could not be construed to have a dominating presence to the detriment of the dwelling to the rear. It is therefore the case that although unusually close to the rear garden boundary, the proposal is acceptable in this instance. The narrow section of the proposed dwelling which fronts Knockbuckle Road follows the established building line.

The issue of the design and, in particular, the use of zinc as a roofing material has been the key concern of most objectors. This is due to the identified lack of use of the material elsewhere in the immediate vicinity and the extent of it on the main roof of the proposed dwelling at the entry point to Millburn Drive. There are several points to be considered in this regard.



Site as viewed from existing entrance at Knockbuckle Road

The application site is unique in the vicinity in only sharing one common boundary with another property. It is bound by roads on the three other boundaries and therefore has an element of detachment from nearby plots. The one common boundary is shared with a dwelling forming part of the Millburn Drive private residential cul-de-sac but the application site does not form an identifiable part of it having pre-dated this development.

On the original submission the applicant produced mock images from an aerial perspective which showed the roof as having a light grey finish. These are the images that the objectors would have originally seen. Following discussion it is clear that the colour of the roof was misleading in the original images and revised submissions show it to be a darker grey more akin to the colour of slates. Colour can be controlled by condition on a grant of planning permission. Nevertheless, it remains the case that it would be the most expansive use of zinc roofing in the immediate vicinity. It is the case, however, that there are several examples of the use of zinc, lead and other types of cladding throughout Kilmacolm, including an example on dormer windows further east along Knockbuckle Road. The applicant's supporting information displays various examples of these.

With respect to chronological progression in townscape and architectural innovation, settlements do not stand still over time. This relates to not only design but also the use of facing materials. Indeed, the applicant refers to several historical examples of dwellings in Kilmacolm which were innovative designs of their time and which are now listed or treasured heritage. It is also the case that the section of roof on which the zinc would be used is of low gradient which will minimise its impact from street level.

Finally, having considered the full length of Knockbuckle Lane and other streets in the vicinity, it is clear that there are a range of house designs and materials which have been used over time and the use of a further roofing material would not be uncharacteristic of the progression of townscape developments. The use of flat sedum roofs was only referred to by one objector but these have less visual impact being flat and are of assistance in addressing sustainable drainage and therefore

sustainable design. On balance therefore, the variety of materials and designs in the vicinity suggests that there is not a contextual townscape homogeneity and that further variety in materials is acceptable.

Turning to window distances and privacy concerns, all the neighbouring dwellings are either sufficiently distant or protected by existing boundary treatments, or both, so as not to lead to the proposal creating any privacy issues.

I also note that the Head of Service – Roads and Transportation is satisfied over parking provision within the site.

I am therefore satisfied that the proposal is acceptable with regard to the adopted and draft PAAN2. This also addresses most of the factors in the Policy 1 of the adopted and proposed LDPs. With respect to those not yet addressed, low and zero carbon energy-generating technology may be addressed by condition (also Policy 6 in both LDPs); the site is not susceptible to flooding nor would create a flood risk elsewhere subject to a condition on surface water containment (also addressing adopted LDP Policies 8 and 9 and proposed LDP Policies 9 and 10); the single storey nature of the development with low angles and flat roofs means there will be no overshadowing implications for adjacent properties; the innovative design will lead to an attractive street; and the relocation of the site access and the adequacy of the parking provision will address potential impacts on traffic and parking (and the requirements of Policies 11 and 12 of the adopted and proposed LDPs respectively). I am therefore satisfied that the proposal addresses the requirements of Policy 1 of the adopted LDP and Policies 1 and 18 of the proposed LDP.

With regard to the remaining policies of both LDPs, it is now a standard requirement of the Council that new dwellings be fitted with electric vehicle charging points and this can be addressed by a condition on a grant of planning permission. This will address the requirements of Policy 10 of the adopted LDP and Policy 11 of the proposed LDP. With regard to Policy 34 of the adopted LDP and Policy 35 of the proposed LDP, the hedge along the eastern site boundary is regarded as of great significance in helping to integrate the proposed dwelling into the streetscene, particularly as it will form the entry point to Millburn Drive and it is important that it is retained. This may be addressed by condition.

I therefore consider that the proposal accords with both the adopted and proposed LDPs. It remains to be considered if there are any other material considerations which suggest that planning permission should not be granted. In this regard I turn first to the consultation replies not yet addressed.

Whilst most issues raised by the Head of Service – Roads and Transportation have been addressed above, others require comment. There is adequate space for the parking requirements to be met. The surfacing of the first 2 metres of the driveway, ensuring the gradient does not exceed 10%, the visibility splay requirement and containing surface waters within the site may all be addressed by condition. The recommendations of the Council's ecologist can also be addressed by condition.

With regard to the objections which have been submitted and have not yet been addressed, title restrictions are not a material planning consideration. I note that some trees were removed before the submission of the application but as the site is not within a conservation area nor protected by a tree preservation order there are no controls within the remit of the Council which are applicable. I note comments on the construction of other new houses but each application has to be treated on merit. With regard to the representations in support of the application, I do not consider that there are any which require specific comment over and above the points already addressed in my assessment above.

Finally, the afternoon terrace shown appears to consist of concrete slabs laid flush to garden level. As such it is not a raised platform and therefore consideration against the adopted and draft Planning Application Advice Notes 5 is not required.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that planning applications be determined in accordance with the Local Development Plan unless material considerations indicate otherwise. In this instance I consider that there are no such material considerations that are applicable and therefore planning permission should be granted, subject to a range of relevant conditions as set out below.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. That prior to their use samples of all facing materials shall be submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, the zinc roof finish shall be a dark grey colour to closely match the colour of slates on neighbouring properties. The approved materials shall thereafter be used unless a variation is agreed in writing by the Planning Authority.
2. That prior to the commencement of development samples or other details of all soft and hard landscaping materials shall be submitted to and approved in writing by the Planning Authority. The approved materials shall thereafter be used unless a variation is approved in writing by the Planning Authority.
3. That all surface water drainage from the site shall be contained and treated in accordance with the principles of the Sustainable Urban Drainage Systems Manual (C697) (CIRIA 2007). This shall include details of how flows are to be managed to avoid flooding of adjacent ground and shall be limited to that of greenfield run-off, and the containment of surface waters within the application site.
4. That the dwelling hereby permitted shall be designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies (rising to at least 20% by the end of 2022), details of which shall be submitted to and approved in writing by the Planning Authority prior to the erection of the dwelling.
5. That the dwelling hereby permitted shall be provided with an electric vehicle charging point prior to its occupation.
6. That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation.
7. That the driveway shall be finished with a sealed surface over the first 2 metres as measured from the edge of the carriageway.
8. That the driveway gradient shall not exceed 10%.
9. That a visibility splay of 2.4 metres by 20 metres by 1.05 metres high shall be provided at the access point at all times.
10. That for the avoidance of doubt the hedge along the eastern boundary of the site shall be protected and retained at all times during and after construction.
11. That the recommendations in the Preliminary Roost Assessment & Bat Activity Survey by Wild Surveys, dated 8th June 2021 shall be implemented in full.

Reasons

1. To ensure the appropriateness of all facing materials.
2. In the interests of visual amenity.
3. To control runoff from the site to reduce the risk of flooding.
4. To comply with the requirements of Section 72 of the Climate Change (Scotland) Act 2009.
5. In the interests of sustainable development and to accord with the Inverclyde Council Supplementary Guidance on Energy.
6. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
7. To prevent deleterious materials being carried onto the carriageway.
8. To ensure the usability of the driveway.
9. In the interests of traffic safety.
10. In the interests of visual amenity.
11. In the interests of ecology and to comply with the Nature Conservation (Scotland) Act 2004.

Mr Stuart W Jamieson
Interim Service Director
Environment & Economic Recovery

Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact David Ashman on 01475 712416