

Report To: The Planning Board

Date: 5 October 2022

Report By: Interim Director
Environment and Regeneration

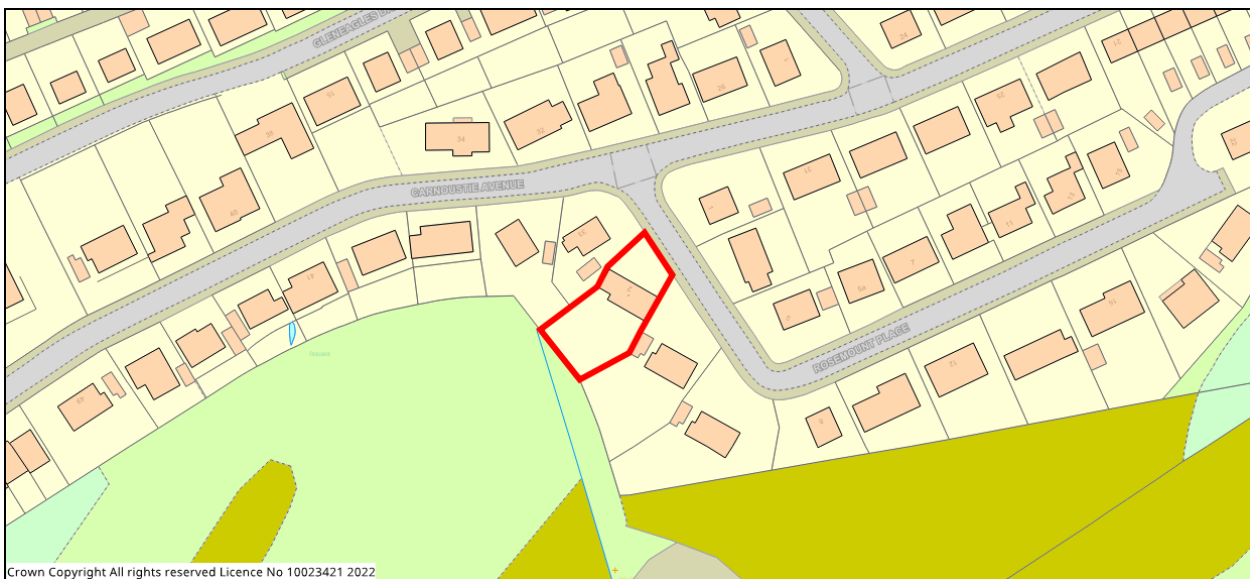
Report No: 22/0187/IC
Plan 10/22

Local Application
Development

Contact
Officer: David Sinclair

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Subject: Proposed 2no. dormers to front elevation. Proposed off street parking space complete with steps to raised deck at front entrance to house at 2 Rosemount Place, Gourock.



SUMMARY

- The proposal complies with the adopted and proposed Inverclyde Local Development Plan.
- Twelve representations have been received in support of the proposal.
- Six objections have been received raising concerns over noise, privacy, design, drainage, landscaping and road safety.
- The consultations 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=RF9UZ8IMITA00>

SITE DESCRIPTION

The application site comprises a one and a half storey detached dwellinghouse located on the south-west side of Rosemount Place, Gourrock. The building is finished with reddish grey concrete tiles on the roof with a small front facing dormer window; red brick walls for the base course and part of the principal elevation; grey roughcast render for the remaining walls; white uPVC windows, doors and fasciae; and grey uPVC rainwater goods. The dwellinghouse contains a single storey flat roofed garage attached to the north-west side of the dwellinghouse, this is finished with matching red brick base course, grey render walls and a white steel garage door.

The site covers approximately 630 square metres and sits on a north-east facing slope, with gradients of approximately 1 in 8. The front garden contains a gravel driveway topped with two rows of concrete paving slabs in front of the garage and an access path that runs along the south side of the driveway up to the dwellinghouse. The house is raised above the adjoining ground to the front by around 0.7 metres and contains a raised stone entrance platform in front of the main entrance. The rest of the front garden is mostly covered with soft landscaping. An informal stone boundary runs along the front of the site.

The site adjoins a variety of one and a half and two storey detached residential properties to the north, east and south built as part of the same development. Gourrock Golf Course is located to the west.

PROPOSAL

It is proposed to form two additional dormers on the principal elevation roof and carry out a number of alterations to the front garden area. The two dormers are proposed to be positioned on each side of the existing dormer, with each dormer being separated by approximately 0.75 metres. The dormers are to contain octagonal bays with a hipped roof design which will be set approximately 0.95 metres below the roof ridge at the highest point. The dormers will each measure approximately 2.5 metres in width, with the eastern dormer being set back from the gable end by approximately 0.95 metres and the western dormer being set back from the gable end by approximately 1.6 metres. Both dormer faces are to be set behind the ground floor wall by approximately 0.2 metres. It is proposed to finish the dormer roof and cheeks with tiles that match the existing roof, install white uPVC windows and black uPVC fascia and rainwater goods.

Within the front garden area, it is proposed to install a raised deck directly in front of the dwellinghouse and form a new driveway on the south-east side of the existing driveway. The deck is to be positioned in front of the main entrance door, with the south-east side of the deck being set back from the south-east side elevation of the dwellinghouse by approximately 0.5 metres. The floor level of the deck is proposed to be positioned approximately 0.5 metres lower than the ground floor of the dwellinghouse, will measure 5.26 metres across and extend outwards from the principal elevation of the dwellinghouse by 1.8 metres. The deck is to be raised above the adjoining garden ground by no more than 0.6 metres.

A set of stairs is proposed to be installed between the deck and the driveway. The driveway is to measure between 3.9 and 4.7 metres in width and will provide a single parking space, measuring 5 metres in length by 3 metres in width. The installation of the driveway will require ground engineering works to be undertaken, with the existing ground being dug out by just over 0.9 metres to the rear of the driveway. A retaining wall is proposed to be installed around the sides and rear of the driveway. The driveway is proposed to have a gradient incline of 10% from the road and will contain a permeable paved surface.

ADOPTED 2019 LOCAL DEVELOPMENT PLAN POLICIES

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 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.

Planning Application Advice Notes (PAAN) 5 on “Outdoor Seating Areas” and **(PAAN) 6** on “Dormer Windows” apply.

PROPOSED 2021 LOCAL DEVELOPMENT PLAN POLICIES

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 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 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.

Draft Planning Application Advice Notes (PAAN) 5 on “Outdoor Seating Areas” and **(PAAN) 6** on “Dormer Windows” apply.

CONSULTATIONS

Head of Service – Roads and Transportation – Advises as follows:

- Parking should be provided in accordance with the National Roads Development Guidelines. The existing dwelling has 4 bedrooms and the proposed dwelling with extension has 4 bedrooms therefore it does not require any additional parking.
- The minimum dimensions of the new driveway/parking space should be 3.0m wide by 5.0m long. There should also be a minimum of 0.9m path past these parking spaces where the driveway forms part of the pedestrian access to the property.
- The wall at either side of the parking space on to the footway should not be any higher than 0.5m for 1m.
- The new driveway/parking space to be paved for a minimum distance of 2m to prevent loose driveway material being spilled onto the road.
- The new driveway/parking space should meet the road at 90 degrees.
- The gradient of the new driveway/parking space should not exceed 10%.

- The applicant shall demonstrate that they can achieve a visibility splay of 2.4m x 20.0m x 1.05m from the new driveway/parking space. This shall be agreed with Roads Service.
- All surface water should be managed within the site to prevent flooding to surrounding properties and the public road network.
- A Section 56 Agreement is required for the footway crossovers to the driveways.

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 the subject of neighbour notification. 18 representations were received, 12 in support of the application and six objections from seven individuals.

The representations in support consider the proposal to be an improvement compared to the existing situation which enhances and improves the appearance of the area; that it would encourage a family with children to move to the street; that it reflects the surrounding houses in the area that have had dormer renovations and extensions; and that the increase in off-street parking would keep more cars off the road.

Concerns raised in the objections are summarised as follows:

Amenity concerns

- Overpowering decking at the front looks directly into neighbouring windows, causing an invasion of privacy. Blinds would have to be closed permanently which would block out daylight.
- The proposed dormers and increase in depth of the lounge window will increase overlooking of neighbouring properties.
- Concerns over front amenity spaces being overlooked.
- Noise concerns from people socialising on decking and cars parking.
- Concerns about the additional off-street parking being used for commercial purposes which could impact on noise and access.
- The front garden will look like a car park detracting from the visual amenity of the street scene.

Design concerns

- Concerns over the aesthetics of the proposal not being in character with other houses.
- The existing layout of the front gardens on this side of Rosemount Place is uniform in nature and designed to make the area look as attractive as possible. The proposed development would involve a radical change in appearance from soft landscaping to predominantly brickwork and wooden decking which does not reflect the general surroundings and would have a detrimental effect on the area's appearance.
- 2 Rosemount Place is set at an angle and elevated making it appear prominent in the street. Two large front dormer windows will give an overbearing appearance and destroy the existing character of the house and street.
- Concerns over the visual impacts of a modern deck, balustrade and stairs on the design of the existing house and on the street scene.

Drainage concerns

- Concerns over the effect of extensive excavation work on surface water drainage in the area, given the proximity of water courses to the site.

- Concerns over the excavation causing a disturbance to underground water courses and impacts on neighbouring properties.
- Concerns over surface water run-off when soil is replaced with brickwork and decking and the effectiveness of permeable paving.
- The hard landscaping will cause flooding at Rosemount Place. There have been issues with heavy rainfall not being absorbed due to lack of foliage/greenery.

Ecological concerns

- Any 'green' benefits from providing electric charging would be negated by the proposal to remove a large section of natural garden.
- Concerns over loss of soft landscaping and trees and the proposals resulting in increased hard landscaping.

Traffic and road safety concerns

- Concerns over road safety from vehicles parked in the parking space obstructing visibility from neighbouring driveways.
- Objections over disturbance and inconvenience to neighbouring residents during construction works, particularly impacts on traffic from parked construction vehicles and construction vehicles blocking neighbouring driveways.

ASSESSMENT

The material considerations in determination of this application are the adopted Inverclyde Local Development Plan (LDP); the proposed Inverclyde Local Development Plan (LDP); Planning Application Advice Notes (PAAN) 5 on "Outdoor Seating Areas" and (PAAN) 6 on "Dormer Windows"; Draft Planning Application Advice Notes (PAAN) 5 on "Outdoor Seating Areas" and (PAAN) 6 on "Dormer Windows"; the consultation response; and the representations received.

The LDP locates the application site within an established residential area where Policies 1 of the adopted LDP and Policies 1 and 20 of the proposed LDP apply. Policy 1 of both LDPs requires all development to have regard to the six qualities of successful places and the relevant Planning Application Advice Notes, of which the adopted and draft PAANs 5 and 6 are applicable. The relevant qualities to this proposal are being 'Distinctive' and 'Safe and Pleasant'. In the adopted LDP, the relevant factor to be considered 'Distinctive' is whether the proposal reflects local architecture and urban form. In the proposal LDP, the relevant factors to be considered 'Distinctive' are whether the proposal respects landscape setting and character, and urban form; and reflects local vernacular/architecture and materials. The relevant factors of being 'Safe and Pleasant' in both LDPs are whether the proposal avoids conflict with adjacent uses and minimises the impact of traffic and parking on the street scene. Policy 20 of the proposed LDP requires the proposal to be assessed with regard to its potential impacts on the amenity, character and appearance of the area.

The proposal is for development within the front garden and on the principal elevation of the dwellinghouse. In considering the impacts on urban form and the character and appearance of the surrounding area, I note the concerns raised over the extent of hard surfacing, loss of a soft landscaped frontage and the loss of trees in the front garden area. The trees removed were ornamental trees not located within a Tree Preservation Order (TPO) area and considered to be of low ecological value. The front curtilage currently covers an area of around 141.8 square metres, of which around 80.6 square metres is covered with hard surfacing in the form of the existing driveway and paved access paths. The proposed drawings indicate that the area covered by hard standing is to be increased by approximately 8.3 square metres to around 88.9 square metres. I consider this increase does not result in a significant loss of soft landscaping or result in overdevelopment of the front curtilage. The proposal can be considered to have acceptable regard to the urban form and character of the surrounding area.

In assessing the impacts of the proposed deck on the character and appearance of the building and on neighbouring amenity (Policy 20 of the proposed LDP), the impacts primarily relate to

the appearance of the construction, possible activity and noise and any implications for privacy. I note the concerns raised in the representations received over these matters and will consider them against the guidance given in both PAAN 5s on “Outdoor Seating Areas”.

Firstly, in considering the appearance of construction, both PAAN 5s state that the design and position shall be appropriate to the architectural design of the house. The deck is to be positioned in front of the dwellinghouse and will form a feature which is visible from the public realm. I note that the dwellinghouse currently contains a smaller raised platform which provides a means of access to the main dwellinghouse, with a ground level footpath around the entrance platform. The deck is proposed to project a similar distance from the front of the dwellinghouse as the paved path which goes around the front of the existing entrance, leaving between 4.5 and 7 metres of garden space between the deck and the front boundary. In considering the impacts on the dwellinghouse, I note that the deck is to be positioned approximately half a metre lower than the ground floor of the dwellinghouse. It is also to be constructed with facing brick walls, which match the brick base course seen along the front elevation of the dwellinghouse and can be considered an appropriate choice of material. The use of a glazed balustrade is considered appropriate for providing a balustrade that reduces the visual impact of the deck on the building. Overall I consider the design of the deck to have an acceptable impact on the architectural design of the house.



View of the front of the property from Rosemount Place.

In considering possible activity and noise, I note the concerns raised over noise from persons socialising on the deck. Both PAAN 5s state that if raised more than 0.5 metres above the original ground levels, decking should not be of a size that will afford residents the opportunity of undertaking a wide range of activities over extensive periods of day and evening to the extent that regular and/or continuous activity may impinge upon the enjoyment of neighbouring gardens. At just under 9.5 square metres, the deck can be considered an acceptable size to afford limited seating for a family to enjoy good weather and is not of a scale which would afford the opportunity of undertaking a wide range of activities over extensive periods throughout the day and evening. Whilst I note the concerns raised over this matter, I consider that the proposed deck would be unlikely to result in an unacceptable level of noise and disturbance which would impinge upon the enjoyment of neighbouring gardens.

In considering implications for privacy, I note the concerns raised over impacts of the deck on neighbouring privacy. The proposed deck is to be located within the front garden area and does not afford a view into any neighbouring private/rear garden areas. All garden areas that are

visible from the proposed deck are also visible to the public realm. As the decking does not overlook any neighbouring private/rear garden areas, it can be considered acceptable in this instance for privacy screening to not be provided. Regarding the concerns raised in the representations over persons on the deck causing an invasion of privacy to neighbouring windows, the deck is to be positioned approximately 22 metres from the nearest neighbouring window that is visible from the deck. I note that all of the windows which will be visible from the deck are currently visible from the front garden. Furthermore, I note that the deck is set back further than the 18 metre minimum distance required in the Council's Supplementary Guidance on window to window intervisibility for windows that face directly onto each other. While I note the concerns raised over an invasion of privacy in this regard, the deck is considered to be a sufficient distance from neighbouring windows to not increase or intensify overlooking. Based on the above assessment, I consider the deck to be in accordance with both PAAN 5s.

In assessing the dormer windows proposed, I note the concerns raised in the objections over the impacts of the dormers on the street and overlooking concerns and shall consider these against the guidance in both PAAN 6s.



View of the front garden area from the top of the existing driveway.

Both PAAN 6s state that dormers should be located at the rear of the house and be subordinate to the existing roof by being set back from the wall head, gable ends and below the ridge line. The proposed dormers accord with the guidance through being set back from the wall head, gable ends and below the ridge line; only not being in accordance with the guidance through the virtue of being on the principal elevation. I note, however, that there is an existing front dormer on the building and that front facing dormers are an established feature throughout the area, with various examples seen at 4, 5, 6 and 14 Rosemount Place and at 23, 25, 26 and 27 Carnoustie Avenue. I consider that the principle of siting two new dormers on the principal elevation would be compatible with the character of the area. Both PAAN 6s state that on a building of traditional design, a pitched or sloping roof over each dormer should reflect the architectural style of the building. The proposed dormers will contain pitched roofs which match the design of the dormers currently seen on the front and rear elevations of at 5 Rosemount Place, which are visible from the public realm and can be seen from in front of the applicant's

dwellinghouse. Visually, the dormer design can be considered acceptable with regard to the architectural style of the building.

In considering the visual appearance of the dormers, both PAAN 6s state that exposed fascia boarding should be used sparingly and should be painted to match the dormer faces rather than the window frames; external cladding should be similar to the original roof; dormers on the hipped gable of a roof should be avoided; and the window openings should, where practical, follow the style, proportion and alignment of door and window openings in the existing house. The drawings indicate that the external cladding will be tiled to match the existing roof and the dormers are not positioned on a hipped gable. The use of fascia boarding appears to be limited in size and is proposed to be finished with black uPVC, which will appear closer in finish to the grey roof tiles proposed for the dormer faces than to the white window frames proposed and as such, can be considered acceptable.

Regarding the window openings, I note there are various window designs on the existing dwellinghouse and on neighbouring dwellings. The existing dwelling contains an asymmetrical frontage, with an offset entrance door with brick wall on one side and a long window opening with two windows of differing widths and glazing designs on the other. As such there is not an established window design on the building in terms of style, proportions or alignment. The use of matching dormer windows equally spaced relative to the existing dormer will provide a balanced appearance to the roof. I consider the windows to be acceptable in terms of style, proportion and position on the dwellinghouse. Based on the above assessment, I consider the proposal to be acceptable with regard to both PAAN 6s.

Turning to the concerns of overlooking from the dormers raised in the representations received, the south-east dormer is to be positioned approximately 24.2 metres from the closest window at 1 Rosemount Place at offset angles of 80 and 60 degrees and approximately 24.5 metres from the closest window at 3 Rosemount Place at offset angles of 60 and 80 degrees. For windows at these angles, the minimum window to window distance identified in the Council's Supplementary Guidance is 13 metres. The north-west dormer is to be positioned approximately 26.9 metres from the closest window at 1 Rosemount Place at offset angles of 80 degrees and approximately 29.6 metres from the closest window at 3 Rosemount Place at offset angles of 50 and 80 degrees. The minimum window to window distance for the window at 1 Rosemount Place is 18 metres and for the window at 3 Rosemount Place is 9 metres. The proposal comfortably exceeds all of the distances identified. Furthermore, the dormers are to be located on the principal elevation of the building and are not afforded a view into any private/rear garden areas. It stands that the proposed dormers will not result in unacceptable levels of overlooking on any neighbouring properties which would be to the detriment of neighbouring amenity.

In considering the impacts of the proposal on traffic and parking on the street scene and whether the proposal meets the quality of being 'Safe and Pleasant', I turn to the consultation response from the Head of Service – Roads and Transportation. She offers no objections to the proposal in terms of impacts on traffic management and parking. The drawings submitted demonstrate that the proposed parking space meets the dimensions advised for the parking space and pedestrian access. While I note the drawings indicate that the gradient advised will be achieved, I consider it prudent to secure this by condition to ensure the parking space can be easily accessed. The driveway is to be paved and therefore does not raise concerns over loose material being spilled onto the footway. Regarding the comments on visibility splays, the applicant has demonstrated this can be achieved to accord with the advice from the Head of Service – Roads and Transportation and has provided updated drawings confirming that the driveway will be positioned at 90 degrees to the road. In considering the close proximity of the parking space to the adjoining driveway, I concur with the advice given to require a height restriction on any front boundary walls. This matter can be secured by condition to ensure the proposal does not interfere with visibility splays from neighbouring driveways.

Regarding the impacts of the proposal on surface water and drainage, I note the concerns raised in the objections over the potential impacts of excavation and hard surfacing on surface water drainage and possible disturbance to underground water courses. The Head of Service – Roads and Transportation, within her capacity as Flooding Officer, offers no objections to the

proposal in this regard, however has requested a condition be placed on the granting of any consent for all surface water to be contained and managed within the site. I am content that the requirement relating to the containment of surface water within the site can be satisfactorily controlled by an appropriately worded condition.

Overall, the proposal will result in an additional car parking space off the road and the overall aims of the Council's roads guidance is met. The requirement for a Section 56 Agreement to be obtained is to be addressed by the Head of Service – Roads and Transportation via separate legislation and is not a material consideration to this application. It stands that the proposal is in accordance with Policy 11 of the adopted LDP and Policy 12 of the proposed LDP.

I am satisfied that the provision of an additional parking space will alleviate parking pressures and safety concerns on the street which parked and manoeuvring vehicles currently present at this location, minimising the impact of traffic and parking on the street scene. I consider that the proposal can be implemented without resulting in an unacceptable impact on neighbouring amenity in terms of noise; smell; vibration; dust; air quality; flooding; invasion of privacy; or overshadowing and as such, it can be considered to meet the quality of being 'Safe and Pleasant' in Policy 1 of both LDPs. The proposal will also provide a separate pedestrian access for residents to the building, thus satisfying the quality of being 'Welcoming'. It stands that the proposal is in accordance with all relevant qualities of successful places and therefore accords with Policy 1 of both LDPs.

In view of the above assessment, I am content that the proposal will not adversely impact on the character, appearance or amenity of the area and therefore is in accordance with Policy 20 of the proposed LDP. Furthermore, I am satisfied that the proposal meets all relevant factors to be considered 'Distinctive' and meets all relevant qualities to accord with Policy 1 of both LDPs.

Turning to concerns raised in the representations not yet addressed, matters relating to inconvenience during construction works from parked construction vehicles blocking driveways are not material planning considerations. Any vehicles causing an obstruction or parked inappropriately would have to be reported separately to Police Scotland. In terms of potential disturbance during construction, working hours for building works are more appropriately controlled under legislation monitored by the Council's Environmental and Public Protection Service and are not a material planning consideration. The concerns raised over the parking space being used for commercial purposes are speculative in nature and cannot be considered as material to this application. Any non-residential uses that should occur as a result of the development would require to be investigated as a separate matter.

In conclusion, the proposal is in accordance with Policies 1 and 11 of the adopted LDP and Policies 1, 12 and 20 of the proposed LDP. Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that planning applications are determined in accordance with the Local Development Plan unless material considerations indicate otherwise. As the proposal accords with all relevant Plan Policies and there are no material considerations which would warrant refusal of the application, planning permission should be granted subject to conditions.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. The development to which this permission relates must be begun within 3 years from the date of this permission.
2. For the avoidance of doubt, the driveway gradient shall not exceed 10%.
3. For the avoidance of doubt, the wall at either side of the parking space shall not exceed 0.5 metres in height where it is positioned within 1 metre of the footway.
4. For the avoidance of doubt, all surface water run-off shall be contained and managed within the site.

5. The visibility splays shown in drawing number 22018_D.011, Revision B shall be kept clear of obstruction at all times in conjunction with the parking space hereby permitted being in place.

Reasons:

1. To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).
2. To ensure the provision of adequate driveways.
3. To ensure that visibility splays are maintained in the interests of road and pedestrian safety.
4. To ensure the development does not increase the risk of flooding to neighbouring properties or to the public road network.
5. To ensure that visibility splays are maintained in the interests of road and pedestrian safety.

Stuart W. Jamieson
Interim Director
Environment and Regeneration

Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact David Sinclair on 01475 712436.