

Report To: The Planning Board

Date: 3 April 2024

Report By: Director, Environment and Regeneration

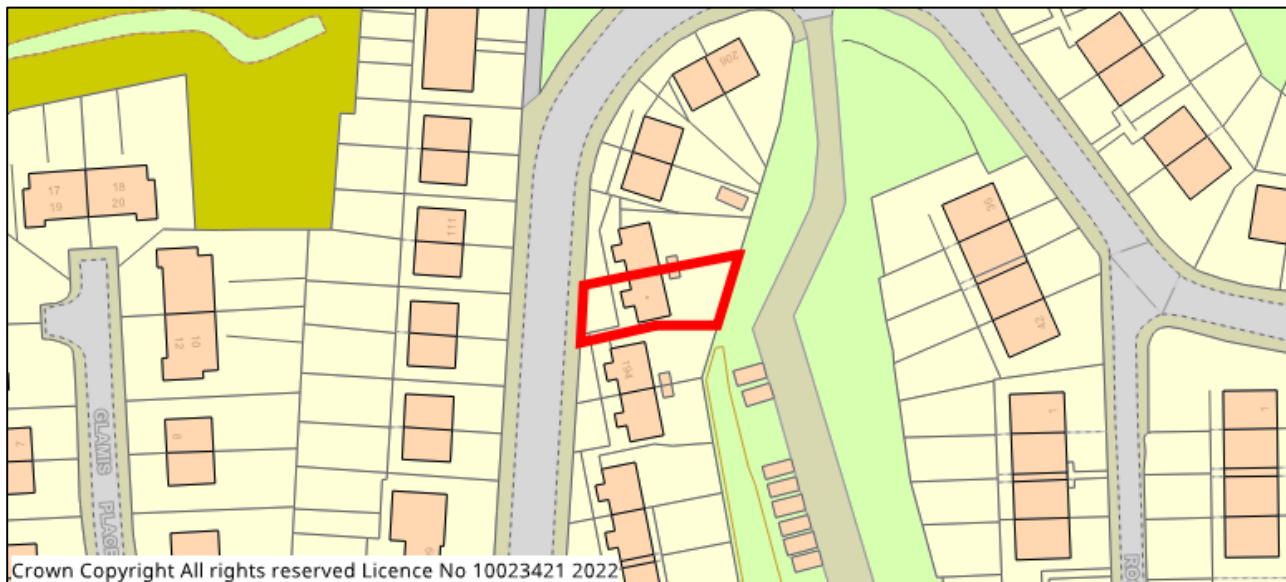
Report No: 24/0001/IC

**Local Application
Development**

**Contact
Officer:** Katrine Dean

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Subject: Change of use of dwellinghouse to holiday lets at
196 Wren Road, Greenock



SUMMARY

- The proposal is acceptable when assessed against National Planning Framework 4.
- The proposal accords with the adopted and proposed Local Development Plans.
- There have been eight representations objecting to the application.
- 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=S6OFODIMH8F00>

SITE DESCRIPTION

The application site comprises a two-storey semi-detached dwellinghouse located on Wren Road within a residential area. The dwellinghouse is finished in grey coloured render and has a pitched roof. The dwellinghouse has a floorspace of 72sqm and contains a porch, hallway, kitchen and living

room on the ground floor and two bedrooms, landing and a bathroom on the first floor. The ground floor level of the dwellinghouse is below the level of Wren Road and parking is on-street.

PROPOSAL

This application seeks planning permission to change the use of the dwellinghouse to short term holiday lets. No physical alterations to the dwellinghouse are proposed in association with the proposed use. Parking is to be on-street.

The holiday lets are anticipated to operate all year round, with a typical duration of the lets being a minimum of two to three nights stay during the summer months and a minimum of one night during the winter months. It is expected that an annual occupancy of around 85 individual bookings per year would be accommodated.

DEVELOPMENT PLAN POLICIES

National Planning Framework 4

NPF4 was adopted by the Scottish Ministers on 13th February 2023. NPF4 forms part of the statutory development plan, along with the Inverclyde Local Development Plan and its supplementary guidance. NPF4 supersedes National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) (2014). NPF3 and SPP no longer represent Scottish Ministers' planning policy. The Clydeplan Strategic Development Plan and associated supplementary guidance cease to have effect from 13th February 2023 and as such no longer form part of the development plan.

NPF4 contains 33 policies, and the following are considered relevant to this application.

Policy 14

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency.

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the six qualities of successful places are set out in Annex D.

c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy 30

e) Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:

- i. An unacceptable impact on local amenity or the character of a neighbourhood or area; or

- ii. The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

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 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 27 – Tourism Development

Proposals for change of use of tourism related facilities will only be supported where it can be demonstrated that they are no longer viable as a business in their current use.

Development of tourism related facilities will be supported in appropriate locations where:

- a) it avoids adverse impact on the amenity and operation of existing and adjacent uses;
- b) major trip-generating proposals can be accessed by sustainable means; and
- c) it is appropriately designed for its location and avoids significant adverse impact on the green network and historic buildings and places.

PROPOSED 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 11 - Promoting Sustainable and Active Travel

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

- 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
- 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 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 27 – Tourism Development

Proposals for change of use of tourism related facilities will only be supported where it can be demonstrated that they are no longer viable as a business in their current use.

Development of tourism related facilities will be supported in appropriate locations where:

- a) it avoids adverse impact on the amenity and operation of existing and adjacent uses;
- b) major trip-generating proposals can be travelled to by sustainable modes of transport; and
- c) it is appropriately sited and designed for its location and avoids significant adverse impact on the resources protected by the Plan's historic buildings and places, and natural and open spaces chapters.

CONSULTATIONS

Head of Service – Roads and Transportation – Advises that the property as a 2-bedroom dwelling requires 2 parking spaces and no additional parking spaces are required.

PUBLICITY

An advertisement was placed in the Greenock Telegraph on 16th of February 2024 due to there being no premises on neighbouring land within 20m of the application site.

SITE NOTICES

None required.

PUBLIC PARTICIPATION

The application was the subject of neighbour notification and eight objections were received which are summarised as follows:

- Safety of children and vulnerable elderly would be compromised.
- Development would add to existing parking problems.
- The demographic of the area would change from predominantly family/elderly to younger age group.
- The property would be used for parties.
- Strangers and possible undesirables would be coming and going.
- House prices would decrease.
- Possible anti-social behaviour would arise.
- Excessive noise attributed to development.
- The area is not near any leisure or activity outlets.
- Any issues arising may not be addressed timeously because the property would be managed by a company in England.

ASSESSMENT

The material considerations in determination of the application are the National Planning Framework 4 (NPF4); the adopted 2019 Inverclyde Local Development Plan (LDP); the proposed 2021 Inverclyde Local Development Plan (LDP); the amenity impact; and the consultation response.

Both LDPs locate the application site within an established residential area which requires the proposal to be considered under Policy 14 of NPF4; Policy 1 of the adopted LDP and Policies 1 and 20 of the proposed LDP. As the application is for short term/holiday lets, a tourism related use which would bring visitors to the site, Policy 30 of NPF4, Policies 10, 11 and 27 of the adopted LDP and Policies 11, 12 and 27 of the proposed LDP are also relevant to this application.

The qualities of being 'Connected', 'Sustainable' and 'Adaptable' in Policy 14 of NPF4 are relevant to this proposal. The relevant qualities in Policy 1 of the LDPs are being 'Resource Efficient', through making use of existing buildings and previously developed land; 'Easy to Move Around', by being well connected; and 'Safe and Pleasant' which can be achieved through avoiding conflict with adjacent uses and minimising the impact on traffic and parking on the street scene.

Policy 30 of NPF4 supports the reuse of existing buildings for short-term holiday letting where they do not result in an unacceptable impact on the amenity and character of an area or result in the loss of residential accommodation, unless such a loss is outweighed by demonstrable local economic benefits. Policy 20 of the proposed LDP requires the proposal to be assessed with regards to the impact on the amenity, character, and appearance of the area.

The proposal offers an alternative form of accommodation in this residential area, which would be more transient. This is not considered to be out of keeping or out of character with the residential

nature of the area. The use therefore generally accords with the quality of being 'Adaptable' under Policy 14 of NPF4 and the quality of being 'Resource Efficient' under Policy 1 of both LDPs.



View of 196 Wren Road from the front

Policy 30 of NPF4 relates to tourism and sub-section e) refers specifically to short term lets. The dwellinghouse is within a residential area where it is acknowledged that there would be a loss of residential accommodation, however, visitors using the dwelling would likely contribute to the vitality and viability of the local economy and this benefit would outweigh the loss of one residential unit. Considering this, the proposal can be supported under Policy 30 of NPF4 and accords with Policy 27 of both LDPs.

Although this residential area is around a 42 minute walk away from the amenities/services in Greenock Town Centre, the site is accessible by 550 and 545 bus routes, providing access to the centre of Greenock and Port Glasgow. A shop and a local pharmacy are located on Grieve Road, which is a 4 minute walk away from the application site. Furthermore, Branchton train station is around 17-minute walk away providing access to Glasgow City Centre and Wemyss Bay. Ravenscraig Activity Centre is around 30 minutes walking distance away. Based on this, it is considered that the area would sufficiently cater for visitors, therefore the proposal meets the qualities of being 'Connected' in Policy 14 and 'Easy to Move Around' in Policy 1 of both LDPs. The proposal also complies with Policy 27 b) of the LDPs because this is not a major trip generating proposal and the trips which would be generated can be accessed by sustainable modes of transport. The development, in providing Sustainable and Active Travel, complies with Policy 10 of the adopted LDP and Policy 11 of the proposed LDP.

In considering the impacts of the development on traffic and parking, the Head of Service - Roads and Transportation has no objections. The parking requirement of a short-term holiday let is similar to that of a dwellinghouse, therefore the use would not require any additional parking to be provided. The proposed use is considered unlikely to have an adverse impact on the operation of the transport and active travel networks. The proposed use therefore accords with Policy 11 of the adopted LDP and Policy 12 of the proposed LDP. The use also meets the quality of being 'Safe and Pleasant'

through minimising the impact of traffic and parking on the street scene. As the use meets all relevant qualities of successful places, it accords with Policy 14 of NPF4 and Policy 1 of both LDPs.

Although there is the potential for noise disturbance from occupants/guests, this is not considered to be significantly different from noise disturbance from a general residential/rented use. However, should any excessive noise result from the use of the property as a holiday let, this should be reported to the Council's Public Protection Service to investigate under their remit. Any anti-social behaviour is a matter for Police Scotland to investigate. In terms of the impact on the elderly the difference between short-term lets and long-term rental is not considered significant in this regard. As such, the use complies with Policy 27 a) of the LDPs and can be considered to meet the quality of being 'Safe and Pleasant' in terms of avoiding conflict with adjacent uses in Policy 1 of the LDPs. The use also complies with Policy 20 of the proposed LDP.

It is acknowledged that there would be an element of 'coming' and 'going' from the property, however, this is not considered to significantly differ from the use of the property for general residential or long term let purposes. In terms of potential issues arising the onus would be on the property manager to vet their clientele accordingly to ensure that appropriate individuals are accommodated. Therefore, in considering the impact of the proposal on neighbouring/residential amenity, the change of use can be implemented without conflict with adjacent uses in terms of noise; smell; vibration; dust; air quality; flooding; invasion of privacy; or overshadowing. As such, the proposal meets the quality of being 'Safe and Pleasant' in Policy 1 of the LDPs and accords with Policy 20 of the proposed LDP.

With regards to the remaining comments made in letters of objection, which have not been addressed above, the potential devaluation of neighbouring properties is not a material planning consideration. Also, as there is no evidence of a cumulative impact resulting from other similar developments in the area, it is not considered that the demographic in the area would change to an unacceptable degree.

Overall Conclusion

The proposed use accords with Policies 14 and 30 of NPF4, Policies 1, 10, 11 and 27 of the adopted LDP and Policies 1, 11, 12, 20 and 27 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 Development Plan unless material considerations indicate otherwise. The development is in accordance with the relevant policies and there are no material considerations which outweigh these.

RECOMMENDATION

That the application is granted subject to the following condition:

1. The development to which this permission relates must be begun within 3 years from the date of this permission.

Reason:

1. To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

Stuart Jamieson
Director, Environment and Regeneration