

3 Millbank Circle, Bishopton.

Planning Appeal



August 2024
Issue 01

3 Millbank Circle, Planning Appeal



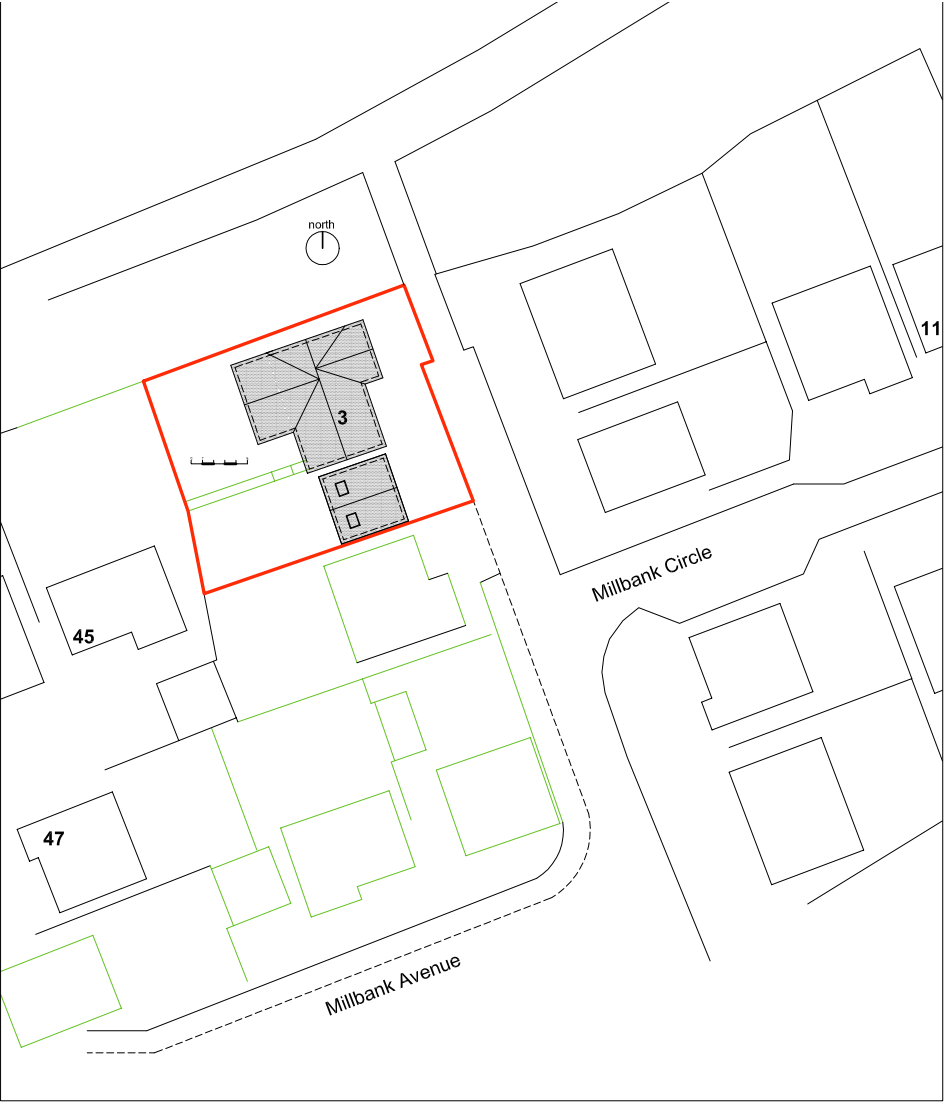
existing property



The site

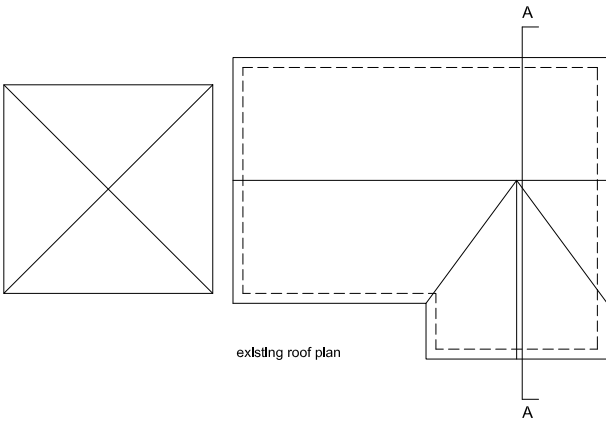
Introduction

Application 23/0713/PP was made to Renfrewshire council by Mr and Mrs Girvan on 6th December 2023 for the extension of their detached dwelling house in Millbank Circle, Dargavel, Bishopton. Their proposals are for a 2 storey rear extension and an upper floor extension to the existing detached garage.

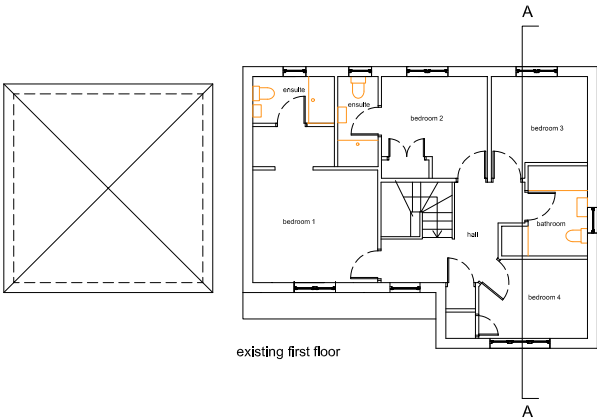


PROPOSED BLOCK PLAN

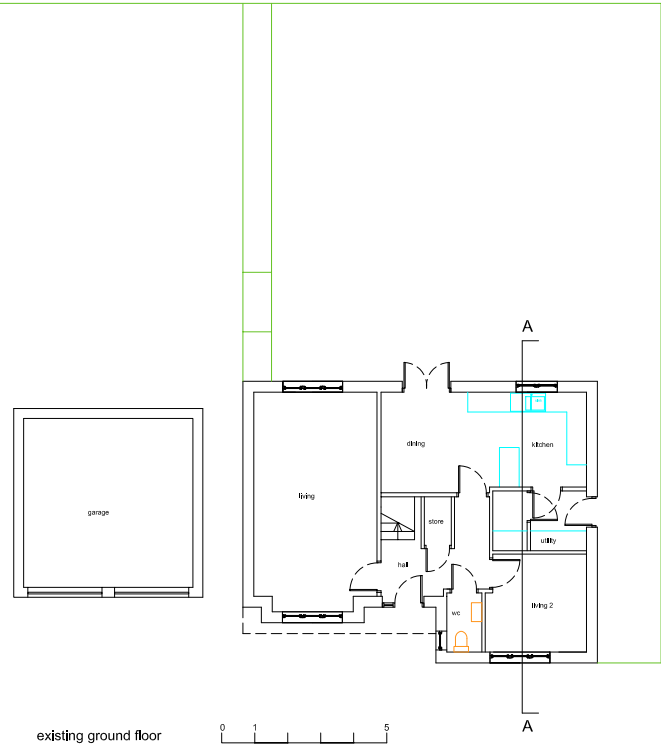
do not scale from drawings, use figured dimensions only



existing roof plan



existing first floor



existing ground floor



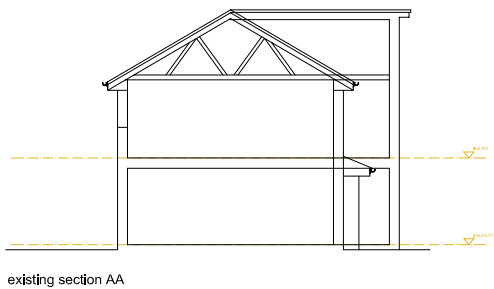
east elevation (front)

north elevation (side)



south elevation (side)

west elevation (rear)



existing section AA

PROJECT	3 Millbank Circle, Bishopton, PA75NF		
CLIENT	Girvan		
DWG. NO/TITLE	EXISTING PLAN, SECTION AND ELEVATIONS	REVISION	STAGE
EL00/101		-	PLANNING
DATE	Nov 2023	SCALE	1:100@A1
USE FIGURED DIMENSIONS			

3 Millbank Circle, Planning Appeal

The site

Background

The Girvans' design concept was to create additional living/working space whilst maintaining their existing external garden amenity space which is well used by their family. The 2 storey rear extension provides a larger kitchen and family area and on the upper floor, improves the size of 2 of the bedrooms. The upper floor garage extension provides additional living and working space for the family.

Renfrewshire Planning have provided a positive response on the rear extension and therefore this appeal will focus on the garage extension for which permission has been declined.

A home in a neighbouring street had recently carried out a similar upper extension to the garage and the Girvans were keen to look at a similar style. (ref. 11 Millbank Avenue (PP 20/0764/PP))

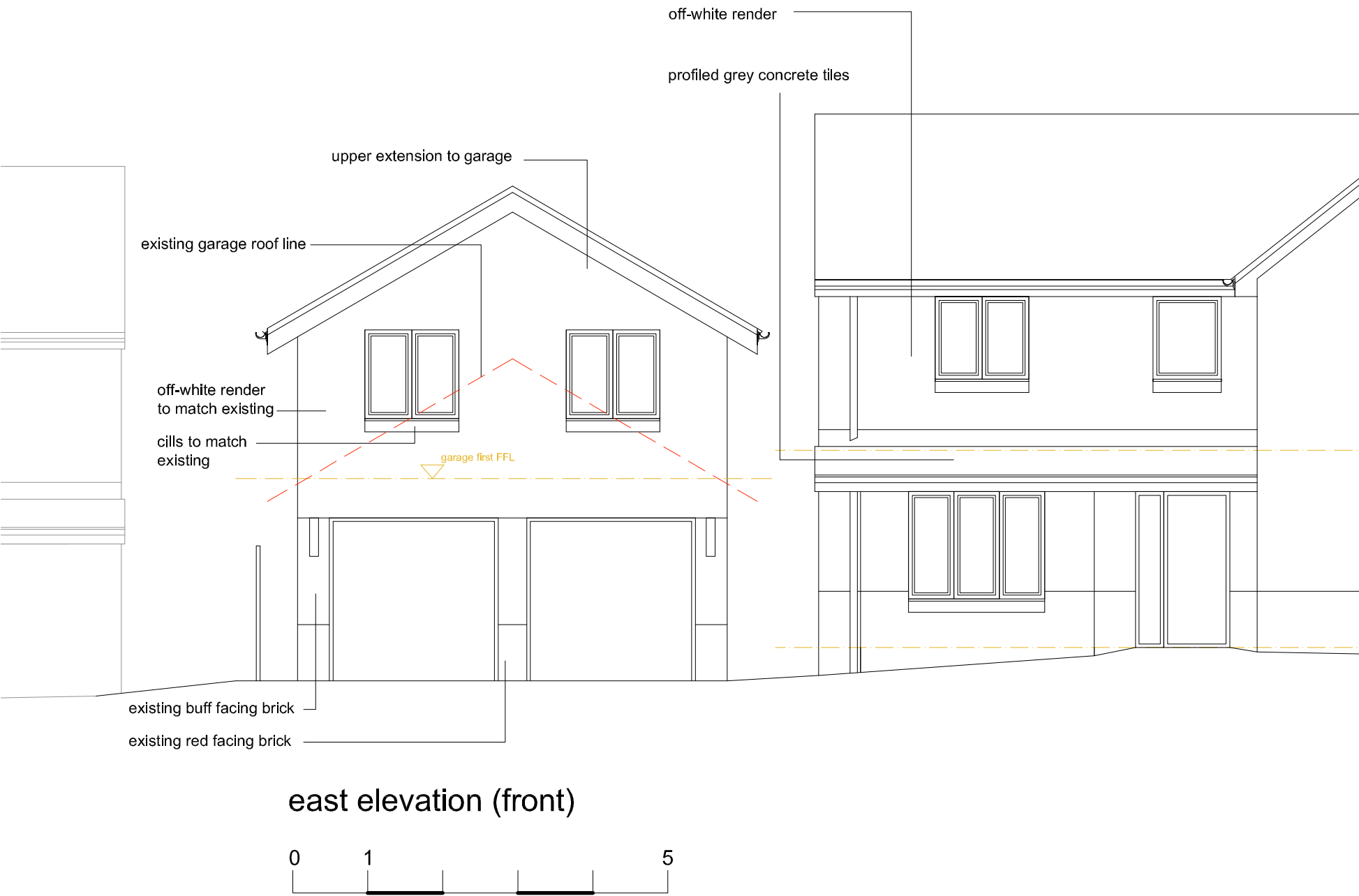


existing site - immediate streetscape



recent precedent in adjavent Millbank Avenue

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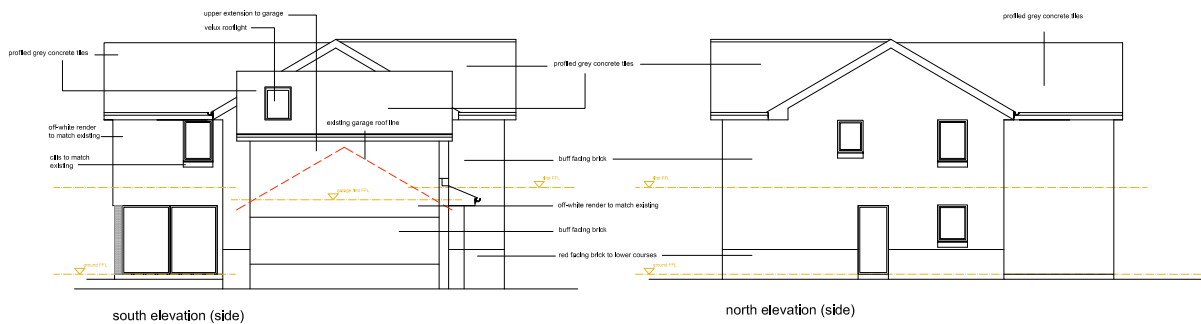
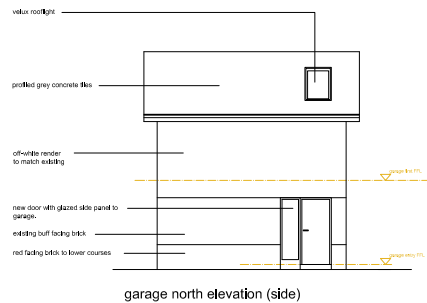
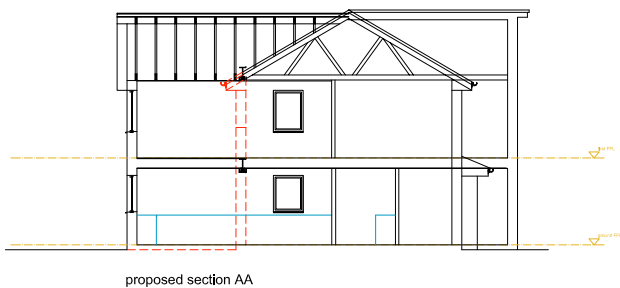
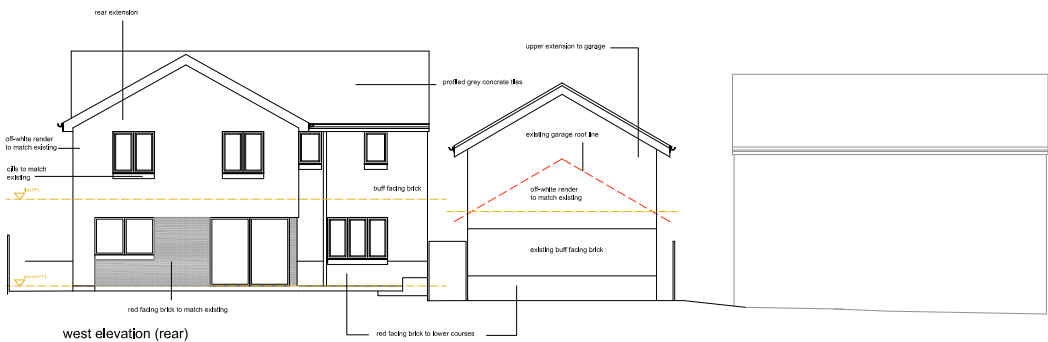
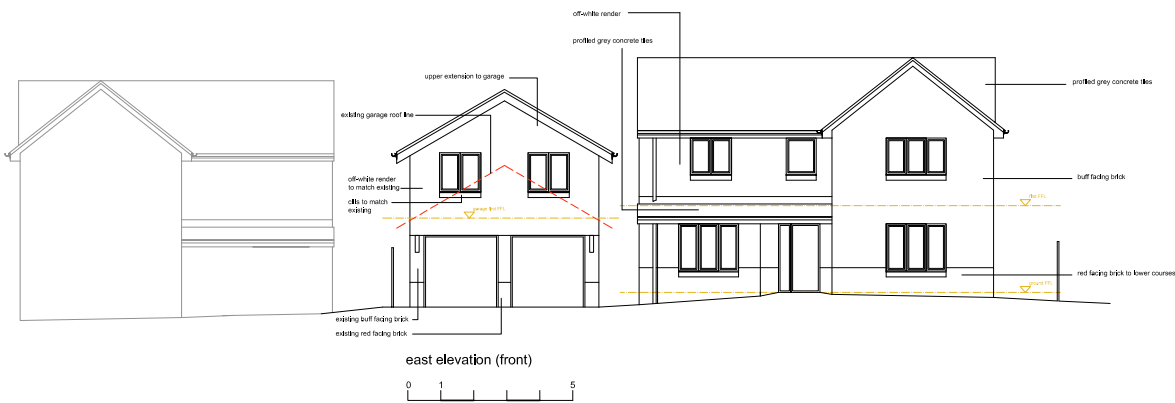
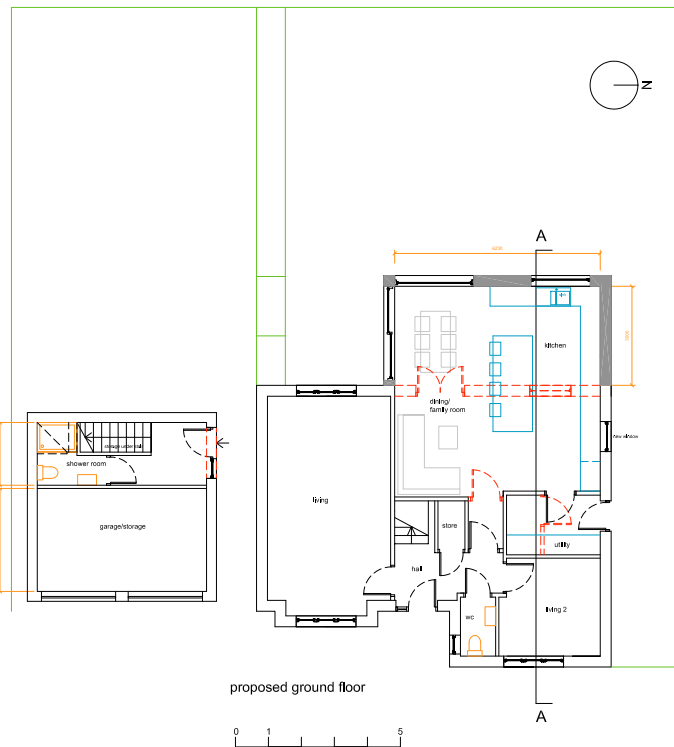
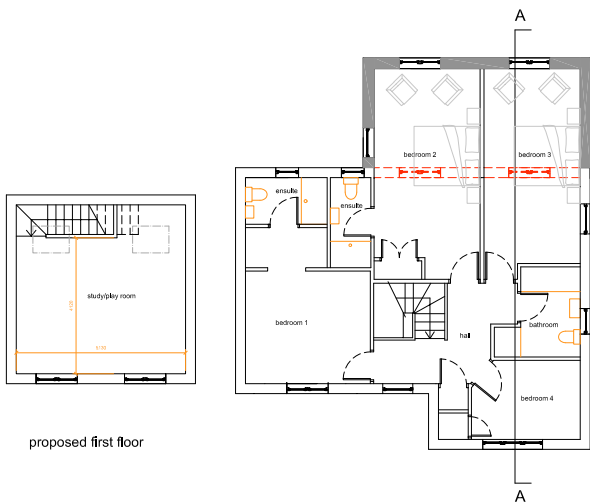
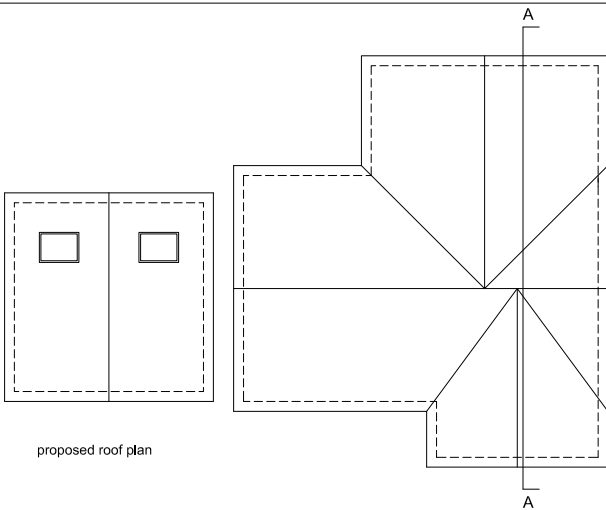


Initial proposals

The proposals first submitted in December extended the garage eaves upwards by 2.3m, creating an upper floor with a gable elevation in the style and materials of the properties in the development (please refer to Initial-application_AL(00)101_proposed, attached) The new garage ridge line height was 975mm below the house ridge.

As the plot is one of the most generous on the estate, the house in a small culdesac group of 4 properties and the existing garage is already set back from the building line, it was felt that the upper garage extension would be of appropriate scale and character without having a detrimental effect on the streetscape, amenity or neighbouring properties.

Planning proposal for garage upper floor extension



PROJECT 3 Millbank Circle, Bishopton, PA75NF			
CLIENT Glrva			
DWG. NO/TITLE AL(00)101 PROPOSED PLANS, SECTION AND ELEVATIONS	REVISION -	STAGE PLANNING	
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Planning response: on 31st January, Planning wrote

‘The main issue that will need addressing is the first floor extension to the garage. Renfrewshire’s Householder Development Guidance states that “detached garages should be proportionate in scale to the site”. Given the two storey garage would end up being nearly as tall as the nearby dwellings it cannot be considered that the scale is appropriate. The Council could not approve a first floor extension and I don’t think it will be possible to amend to make it acceptable so would suggest that this element is deleted (a small extension to the rear may be acceptable and could even be PD). If this is acceptable please update and resubmit the relevant plans. Would also welcome any other suggestions you may have to make the proposal acceptable’

In response, we considered local precedents and we provided the following commentary

While developing the design, we reviewed the proposals against the extension guidelines in the 2016 householder guidance document and have made every attempt to ensure they comply, viewing the proposal against the extension guidelines, as it is an extension, not a new garage we are proposing. This seems to be reflected in the terminology of the handling report for the application at 11 Millbank Ave. We would be keen to understand why this application would be viewed differently.

Like 11 Millbank Avenue, the property is on a generous plot in a cul de sac setting, arguably with a wider public realm at the front elevation. The house and neighbouring properties are of the same style and density as 11 Millbank and the proposal is very similar to the permission given in 2020 for the upper floor garage extension.

With this in mind, our proposals are sympathetic in design whilst also reflecting the style, appearance and density of the whole area.

Roof style, orientation and height: We considered the roof in both gable and hipped orientations and felt the gable option was much more appropriate to the rhythm of the streetscape. The angle of the proposed roof mirrors the house roof and is kept below the house ridge by 1m to be subservient, and by 300mm below the neighbouring property which sits slightly downhill. This reflects the style and stepped language of the neighbouring streets in the development.

We note that although the pitch of the roof at number 11 is handled differently (perhaps due to the window on the neighbouring gable), the ridge height has an almost identical relationship to the main property. This said, we would be happy to look at options to adjust the ridge height further if it would make the proposals more acceptable.

Material choice: In material choice we have been straightforward in picking a palette to match the existing property.



Millbank Avenue precedent



Dargavel precedent



Millbank Circle density

Initial Planning feedback and response

Window style – windows are designed to be the same shape and style as those in the house. If you felt changing the windows in the garage from two separate windows to one with 3 panes would have a positive impact (which is a language used elsewhere above garages in Bishopton), we would be happy to consider it.

Throughout Bishopton the pattern of new development is fairly consistent and although plots are generous, the properties are generally fairly equally spaced, largely with a 1-3m gap between gables. The language of the recent developments includes a fairly repetitive density, the majority having accommodation above garages (either integrated or detached) and a fairly consistent ridge line. - attached are various examples.

There are many examples of detached double garages with accommodation above built in recent developments in Bishopton, these include examples in Crosshill Avenue, Slateford Road and Crosshill mews, all of which are sited on similar sized plots. We attach examples of these properties, all constructed within recent years. In most cases they are comparable in height to their adjacent house.

In developing our proposals for Millbank Circle we have taken all of these considerations into account and consider that the proposals are appropriate in scale, style, height and density to the surrounding area and to Bishopton as a whole, while maximising amenity space for the house holder. We would also note that the garage sits to the north of the adjacent property and creates no overshadowing, nor any privacy concerns.

We hope the above may allay your concerns and are keen to hear your feedback and reiterate that we are happy to look at adjustments as outlined above if required.

We also submitted multiple precedent images from the surrounding Dargavel developments of detached garages of a similar scale. (attached)



Large scale recent local precedent

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Planning then responded:

‘I have discussed the case and the points you raise with my manager. While we accept the 2020 consent is similar, the distance between the top of the garage door and the eaves on this garage is only 1 metres while the distance on the proposed garage is 2.4 metres. To be considered acceptable this distance would need to be reduced by around 1 metre to ensure the proposed garage remains subordinate to the existing dwelling. It would also be preferable if the two windows on the front elevation could be replaced by a single, wider window as outlined below.

If these changes can be made then the garage would be acceptable.’

Multiple options were reviewed with the Girvans, and it was agreed that a reduction of 1 metre would compromise the internal height and therefore usable space in the extension area to such an extent that a large proportion would not be usable. As a compromise, Revised proposals were prepared and submitted by email to Planning on 29th February, reducing the eaves by 700mm and amending the window style in line with other similar detached garages in the Dargavel area. (refer to Revised-proposals_AL(00)101revA_draft, attached) The proposals were issued with the following commentary.

‘We have prepared the attached option with a lower eaves and smaller central window (at a lower height). This allows sufficient headroom upstairs while making the garage much more subservient to the adjacent properties. The reduction in height is around 700mm, and is the maximum possible to allow sufficient headroom for the intended use upstairs. We hope you may find the revision acceptable and more in keeping with the scale of the neighbourhood.’

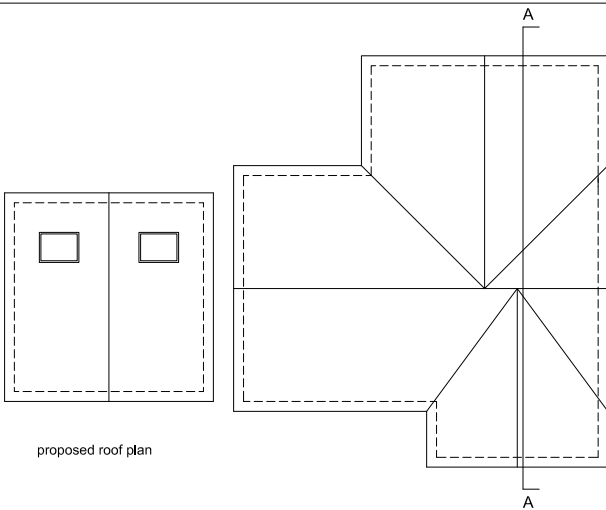
We considered that the garage, which is already recessed from the front of the house, would appear even more subservient and have minimal impact on the scale of the cluster of properties in the small cul de sac.

Further Planning feedback and revised proposals

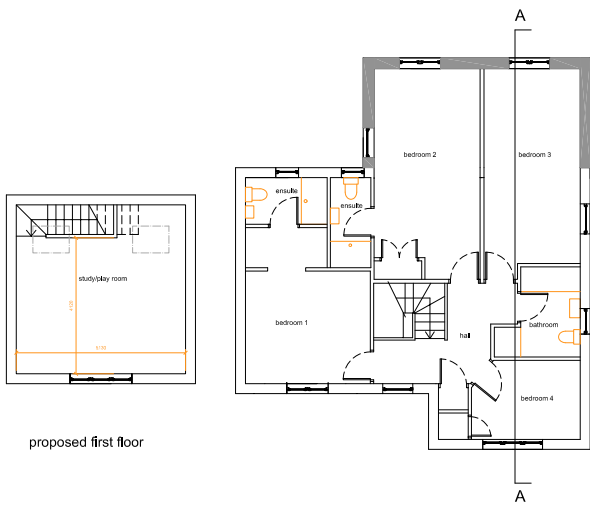


east elevation (front)

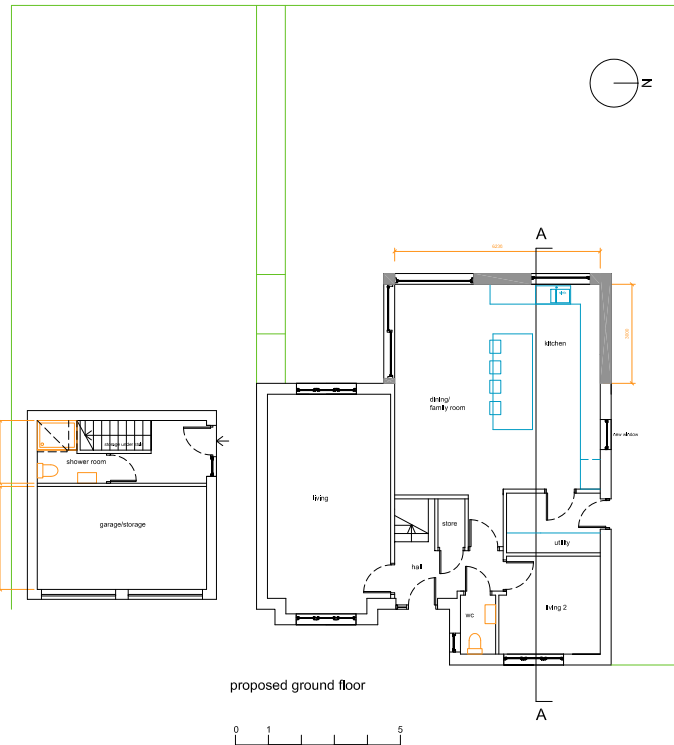
Revised proposal



proposed roof plan



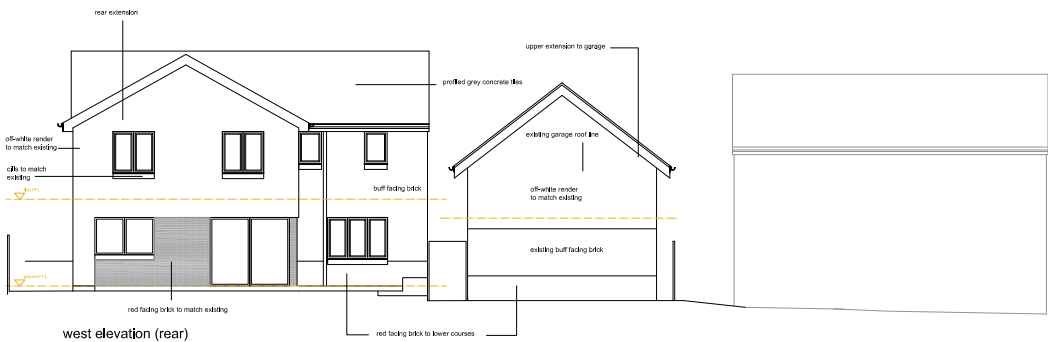
proposed first floor



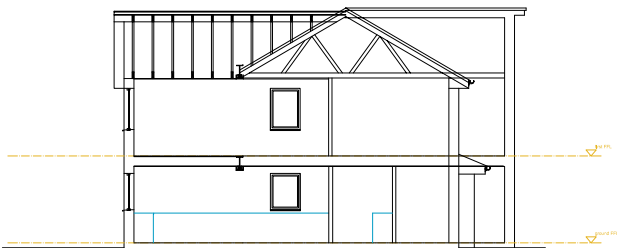
proposed ground floor



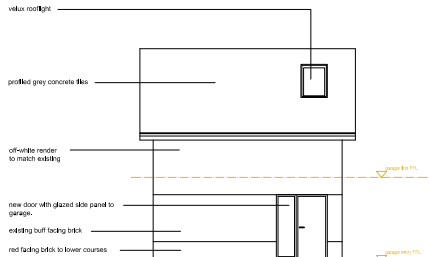
east elevation (front)



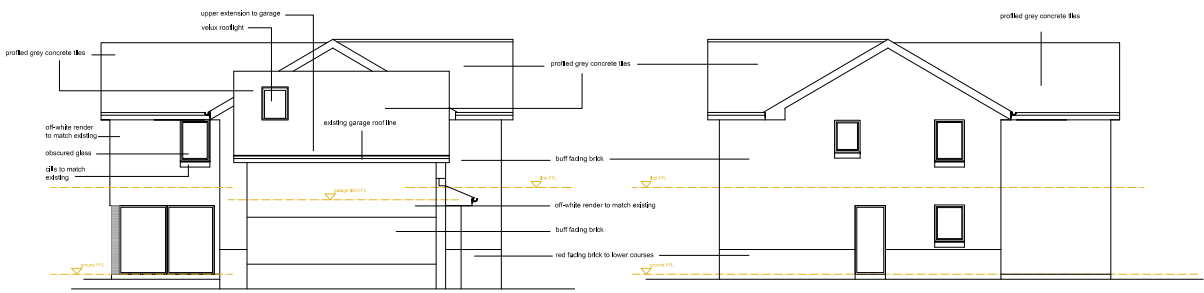
west elevation (rear)



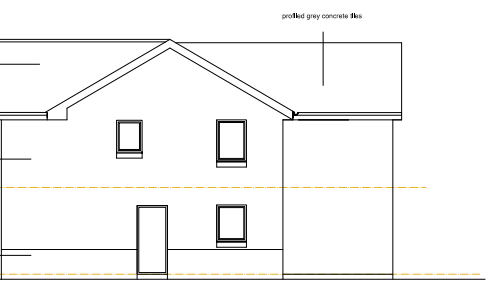
proposed section AA



garage north elevation (side)



south elevation (side)



north elevation (side)

draft revision 29-02-24

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Planning response

Planning responded on the 12th of March to indicate the 700mm reduction would not be sufficient.
Following submission of additional precedent images of new properties elsewhere in Dargavel, we received the following commentary (part), and then the refusal notice.

‘The garages with the Juliette style balcony on the front were built by Cala. As these garages are set back from the front of the dwelling and the building line it is considered that they are subordinate. The garage in this application would not be set back so cannot be considered to be subordinate, unless it was to be reduced in height as previously discussed.’

We would note the garage is in fact set back from the building line.

Refusal Notice

The refusal notice makes the following points: (In respect of the garage extension), we have added some commentary *in italics*

The relevant Supplementary Guidance for the alteration of an existing property states that extensions to residential properties should be of an appropriate scale, size and massing. In this instance, the addition of a first floor would result in the garage measuring approximately 6.6 metres in height to the ridge. Given the applicant’s property measures only 7.5 metres in height to the ridge and the neighbouring property to the south measures 6.9 metres in height to the ridge it cannot be considered that the resulting structure would be of a size that is appropriate for a garage in this location.

We are not clear if there is specific guidance around this issue or if this is a subjective view.

Furthermore, the structure would sit flush with the front elevation of existing dwellings on Millbank Circle. While acceptable for a single storey garage, the addition of a first floor in this position would create a structure with a massing that is more akin to a detached dwellinghouse than a subordinate garage.

This is incorrect – the garage sits back from the main house and the neighbouring property (refer to photos included) and is almost identical in this respect with that of the Planning Application for 11 Millbank Avenue referred to previously.

Planning response and refusal notice



garage set back position

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Refusal Notice (continued)

The spacing of properties on Millbank Circle would also mean a terracing effect would occur within the streetscene should a first floor be added.

The property sits within a cul de sac group of 4 properties. As per images below, due to the recess of the garage elevation and the decisions around the form and orientation of the roof we feel that there would be no terracing effect and that the language of the garage would clearly define it's function and link to the main house. We also attach photos of the garage extension at 11 Millbank circle, which creates a similar streetscape, and images of other areas in Millbank circle, indicating that the existing level of density is relatively high and that the Girvan's proposals do not differ from the character of the immediate area.



Proposal in context



Millbank circle - existing density in the area.



Millbank Avenue precedent



Existing view into Millbank Circle



proposed view into Millbank Circle

Planning response and refusal notice

The applicant has indicated that there are two storey garages existing elsewhere within the Dargavel Village development.

The first floor extension to a nearby garage that was approved in 2020 (20/0764/PP) measures only 3.2 metres in height to the eaves, in comparison to the 3.9 metres proposed in this instance. The effect of the lower eaves height is that the garage granted in 2020 is subordinate to the main dwelling and more proportionate in size for the plot.

Please refer to our comments above. The eaves on the comparable extension were likely kept lower to maintain light to a window on the neighbouring gable. There are no such windows on the neighbours property in this instance.

The two storey garages built by Cala within Dargavel are set back from the front elevation of the associated dwelling so are clearly subordinate and would not be mistaken for an additional dwelling.

The Girvans' proposal is also set back and down from the front elevation. The precedents were offered as an indication of recent approvals given for detached 2 storey garages on similar sized plots adjacent to similar sized properties in an area with a similar density of housing.

While discussions with the applicant and agent resulted in the height to the eaves being reduced by 0.6 metres, this was not considered a sufficient reduction to negate the points raised above.

It had been suggested that the Girvans should reduce the eaves by 'around a metre'. Following consideration of internal head heights and usable space, the proposals re-submitted were reduced by 700mm and resulted in an eaves height 1.4m below the main house and 750mm below the neighbouring property (downslope) which we would consider to be clearly subservient to the existing dwellings. This was the most the head height could be reduced by to maintain a reasonable level of internal head room.

The first floor extension to the garage is therefore considered contrary to Policy 16 of NPF4, Policy P1 of the LDP and its associated Supplementary Guidance in that it would not be proportionate in scale to the site and would not reflect the established development pattern such that it would have a negative impact on the wider streetscape.

Please refer to our comments above.



Recent Bishopston precedent

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The refusal notice also states:
The proposed first floor extension to the detached garage, by way of its size and positioning, would be contrary to Policy 16 of NPF4, Policy P1 of the Renfrewshire Local Development Plan, the New Development Supplementary Guidance and Renfrewshire’s Householder Development Guidance as it would not be proportionate in scale to the site and would have a negative impact on the wider streetscape.

The guidance states (relevant text extracts):

NPF4: Policy 16
g) Householder development proposals will be supported where they: i. do not have a detrimental impact on the character or environmental quality of the home and the surrounding area in terms of *size, design and materials*; and ii. do not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking.

Policy P1 of the Renfrewshire Local Development Plan
Renfrewshire’s Places Within uncoloured areas on the Proposals Maps there will be a general presumption in favour of a continuance of the built form. New development proposals within these areas should make a positive contribution to the Place and be compatible and complementary to existing uses and character as set out by the New Development Supplementary Guidance and Renfrewshire’s Places Design Guidance. All development proposals should also: Avoid causing unacceptable impacts on the environment and/ or biodiversity or a loss of amenity within the surrounding area and/or a significant adverse effect on neighbouring properties, in terms of use, *scale*, noise, disturbance and statutory air quality objectives, and, Ensure that the infrastructure, connections and services required to support the development are in place including: footpath connections; provision for waste storage, recycling and collection; lighting; access to public transport; open space provision and access to local services and amenities.

New Development Supplementary Guidance
Alterations and Extensions to Existing Properties Development will be considered in relation to the following criteria: The development requires to be of an *appropriate scale, size and massing* which does not constitute over development and reflects the established development pattern; Reflect the design and materials of the existing house and the character of the surrounding area; and, The amenity of the neighbouring residents or the surrounding area is protected.

Renfrewshire’s Householder Development Guidance
Two Storey Two storey extensions may be considered acceptable where: • They are designed to avoid causing an unacceptable loss of light or privacy for neighbours; • They should be set back from the front elevation of the original property, be set back from the side boundary and be no more than half the width of the original property; • Extensions should also be

constructed in materials and style to match the original dwelling; • Where an extension is built on a driveway consideration should be given to ensure suitable parking arrangements can be maintained; • The pitch of the roof should be the same as the main property.
Outbuildings including Garages and Carports • All outbuildings, including garages, carports, bin stores and cycle stores, should be set behind the front building line; • Detached garages should be *proportionate in scale to the site* and be completed in materials to match or compliment the appearance of the main building

Refusal Notice (continued)

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We have reviewed the detail of the guidance referred to, and it would suggest that the refusal is based on the question of appropriate scale within the streetscape, which without specific guidance, could be considered a subjective measure. In all other ways, the proposals meet the guidance stated above.

We have carefully designed the proposals with scale and appearance in mind and do consider the current proposal to be subservient and of appropriate scale, materials and mass to sit comfortably within the streetscape. The Girvans have been willing to substantially reduce the height of the garage proposal, to the point where further reduction will substantially compromise the usable space in the extension.

We have attached images of multiple recent precedents from the Bishopton and Dargavel area, some of which could arguably be considered to create a greater sense of building density. We have also attached street images of the Millbank Avenue extension and proposed street images of the Girvan's proposal for your consideration, and hope that you agree in the context that the scale and material choice could be considered appropriate and acceptable.

These pages include additional streetscape images which had been produced to support the application, giving further illustration of the points made above concerning scale and massing. Unfortunately the Planning Decision was issued before we had fully concluded the discussions with Planning and we were not able to submit these at the time.

Appeal and response: summary



proposed views



proposed massing

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proposals - comparative views - impact on streetscape



existing view



proposed view



existing view



proposed view