

Signed (authorised Officer(s)):

111 MALCOLM ROAD, PETERCULTER

ERECTION OF GARAGE WITH ANCILLARY
ACCOMMODATION AT UPPER LEVEL

For: Mr & Mrs White

Application Type : Detailed Planning
Permission

Application Ref. : P131381

Application Date : 19/09/2013

Advert :

Advertised on :

Officer : Linda Speers

Creation Date : 4 July 2014

Ward: Lower Deeside (M Boulton/A
Malone/M Malik)

Community Council: No comments

RECOMMENDATION:

Refuse

DESCRIPTION

The application site is located on Malcolm Road with access off the Shoddy Road and consists of a large corner site approximately 0.35 acres. The site comprises of a traditional granite 2-storey dwelling which fronts south and has been extended with a number of single storey extensions to the side and rear, the total footprint currently is 160sqm. Also on the site along the northern boundary is an old garage possibly an original bothy measuring 13000mm long. The remainder of the site consists mainly of garden ground which falls away from the dwelling to the west and north, with the northern part of the site sitting circa 800mm below road level. The site is enclosed by a stone dyke on the north and west boundaries measuring circa 1600mm high at various points and an 1800mm high timber fence to the south and east boundaries. Beyond the site to the north is greenbelt land, adjacent to the west is a local football ground and to the south and east is residential properties. The current site coverage is 3% of the total 1425sqm curtilage.

RELEVANT HISTORY

The original site has been divided into 3no. separate properties over time, now consisting of 111, 111a, 113 Malcolm Road. The following is a note of the planning history:

96/2435: Planning Permission – Construction of the detached dwelling house. Approved Conditionally 1997

A7/0695: Planning Permission – House Extension and dormer window to 111a. Approved Unconditionally 2009

090679: Planning Permission – Erection of house, garage, new access road and boundary fence. Approved Conditionally 2009.

PROPOSAL

Planning permission is sought to demolish the existing garage and replace with a new 1.5 storey domestic garage with ancillary accommodation in the far north-west corner of the site, sitting 1000mm off the north and west boundary. The proposed structure would be L-shaped with a 300mm step-in to break up the north elevation. The total length of the north elevation would be 14700mm and 8500mm on the west elevation. The proposed footprint would be 98.6sqm. The structure would contain 2no. garages, gym with shower room on the ground floor, snooker room and entertaining space on the first floor. The north and west elevations would be mainly solid with a single window on the west elevation which would be concealed by the boundary wall. The east elevation would contain 2no. 2500mm wide garage doors and a 1000mm wide strip of glazing to the gable at first floor level. The south elevation would have a glazed entrance and additional double doors to garage and a number of windows on the gable at both ground and first floor level. The roof would have a number of roof lights on all elevations. The total height of the garage would be 6500mm to the higher structure and 5600mm to the lower structure. The materials include granite gable with granite quoins to the south and east elevation, the remainder would be roughcast render and a slate roof.

Amended plans have been received since the original submission. The original design was 2-storey and 7200mm high with a Juliet balcony at first floor level on the south elevation and rivalled the main residence. The Planning Authority expressed concerns for the overall mass and height of the structure and ascertained whether its intended use was of domestic nature. The plans were subsequently amended by reducing the structure to 1.5 storey and stepping in part of the north elevation by 300mm. It was confirmed that the use was solely subsidiary to the main dwelling and for personal domestic use to aid training for sporting activities, entertaining and housing family vehicles.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=131381>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

CONSULTATIONS

Roads Projects Team – No observations

Environmental Health – No observations

Enterprise, Planning & Infrastructure (Flooding) – No observations

Community Council – No comments received

REPRESENTATIONS

No letters of representation/objection/support have been received.

PLANNING POLICY

Aberdeen Local Development Plan 2012

- **Policy D1 - Architecture and Placemaking**

To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Supplementary Guidance

- **The Householder Development Guide**

There are no specific guidelines relating to erection of domestic garages, however general principles require that any development should not overwhelm or dominate the original form or appearance of the dwelling house. No more than 50% of the rear garden should be covered by development. No development should result in a situation where amenity is borrowed from an adjacent property. All development is expected to be architecturally compatible in design and scale with the original house and its surrounding area. Materials should be complimentary to the original building.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

While the principle of a garage with modest ancillary accommodation is acceptable within this residential site, the proposal is also required to be appropriate in terms of design, appearance and fitting for its location, its impact

on the character and amenity of the area and the effect on the residential amenity.

From the onset, concerns over the height and mass were noted and attempts to alter the structure were welcomed by the Planning Authority and considered an improvement from the original submission. However, and notwithstanding such changes including a lower height of 6500mm, the overall massing and built form is still considered substantial and domineering for its location. The garage would be located along the northern boundary and partly screened by the stone dyke. The northern elevation would be solid and over 14000mm in length and in a prominent position and visible from Malcolm Road and from the west which includes a local football ground and the Shoddy Road which is a popular walking route to Anguston. Stepping the building in to break up the northern elevation was thought to improve the elevation but the overall effect of the massing is still considered unacceptable for such a prominent and visible urban location adjacent to the green belt.

The proposed garage is considered to be excessively large in terms of its overall appearance; specifically the ancillary accommodation brings into question the main purpose of such a facility. The applicant was reluctant to reduce the heights further because this would jeopardise the internal accommodation on both levels. A suggestion to reduce the garage floor to ceiling height was deemed technically not viable. However, the agent did offer an alternative solution to curve the ridge giving a 300mm reduction to the overall height. From a design aspect a curved ridge wouldn't sit well with the area or architectural compatible with the original house; introducing an additional design issue without adequately reducing the overall massing. Domestic garages within the immediate area are generally either single or double garages of modest scale and design. The size and massing of the garage is such that it does not reflect the domestic scale that could be expected for such a structure. The design could easily be mistaken for a residential dwelling by virtue of its location within the site, combined with its excessive scale and design.

In terms of Policy D1 (Architecture and Placemaking) the proposal has failed to consider the context of the surrounding area, and would not make a positive contribution to the setting of the house/area. As a result of the scale and massing of the proposed development, it is likely to dominate the streetscape and have a detrimental visual impact on the character of the surrounding neighbourhood.

It is acknowledged that the plot size is sufficiently generous to support a structure of such a footprint without impacting detrimentally on the plot ratio; however, this is not an important or overriding issue in this case. It is considered that the prominent location of the proposal to the front of the existing dwelling and adjacent to the boundary of the site and road; combined with its excessive scale and massing would result in a garage that would be out of character for the

location, to the detriment of the visual character and amenity of the surrounding residential area and adjacent area of green belt. Accordingly the proposal is considered to be contrary to Policy D1 (Architecture and Placemaking) and is recommended for refusal.

RECOMMENDATION

Refuse

REASONS FOR RECOMMENDATION

The proposed garage and ancillary accommodation is considered inappropriate as it does not reflect domestic scale. The design, scale, massing, domineering appearance and materials would be detrimental to the visual character and residential amenity of the original property and the surrounding area and is therefore contrary to the Aberdeen Local Development Plan 2012, Policy D1 (Architecture and Placemaking) and with the general principles contained in the Householder Development Guide.