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**APPLICATION FOR PLANNING PERMISSION 12/00441/DPP,  
FORMATION OF DRIVEWAY AND ERECTION OF GATES  
(RETROSPECTIVE) AT 8 PRIMROSE GARDENS, CARRINGTON,  
GOREBRIDGE**

Report by Head of Planning and Development

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**1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION**

- 1.1 The application is for the formation of a driveway and erection of gates at 8 Primrose Gardens, Carrington. There has been one representation and a consultation response from the Council's Policy and Road Safety Manager. The relevant development plan policies are RP20, RP22 and RP24 of the Midlothian Local Plan. The recommendation is to grant planning permission subject to conditions.**

**2 LOCATION AND SITE DESCRIPTION**

- 2.1** The application site comprise a single storey semi-detached 1930's dwellinghouse with surrounding garden area. The walls of the house are finished with cream coloured wet dash render and the roof comprises rosemary roof tiles. The house has white painted timber sash and case windows. The plot sits at the corner of Primrose Gardens and Main Street and has garden space facing onto both streets. The boundary along Main Street fronts onto a 1.4m wide pavement beyond which is a 28m long grass verge which is 3.2m wide. The property, along with the other 7 houses in Primrose Gardens, is a category C(S) listed building.
- 2.2** The village of Carrington was originally established to provide accommodation for agricultural workers at Carrington Mains Farm. There are a number of traditional 19<sup>th</sup> century stone built properties and the 20<sup>th</sup> century saw the erection of 3 small developments of council housing, of which Primrose Gardens is the earliest. The village and its surrounding farmland are within the Carrington Conservation Area.

**3 PROPOSAL**

- 3.1** The proposal is retrospective. A driveway has been formed from grey concrete slabs in the side garden; the driveway measures 5.7m long and 3m wide. Green painted timber gates measuring 1.85m high and

2.7m wide have been erected. The gates open outwards onto Main Street. Should planning permission be granted, a dropped kerb will be formed and a 3.2m long section of tarmac will be laid across the existing grass verge.

## **4 BACKGROUND**

4.2 There have been no previous planning applications for the application site. Consent was granted in 1981 for a driveway at no.3 Primrose Gardens and in 1991 for a driveway at no.5. In addition there are driveways at nos. 1, 2, 4 and 7 Primrose gardens; while no planning history can be found for these driveways all 4 driveways appear to be longstanding.

4.3 The property is Council owned and the applicant is a Council tenant. Regulation 3 of the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2008 requires applications which relate to land in the ownership of the Planning Authority to be considered by the Planning Committee.

## **5 CONSULTATIONS**

5.2 The Council's Policy and Road Safety Manager has raised no objections or concerns with regard to the application. It is recommended that if permission is granted it should be subject to conditions requiring a standard dropped kerb verge crossing and gates that open into the site.

## **6 REPRESENTATIONS**

6.1 One online representation has been received objecting to the application. The objector is concerned about the impact of the proposal on the character of both the Conservation Area and the Listed Building and refers to the negative impact of both the gates and the loss of a section of verge. Reference is made to the fact that there is an existing parking bay opposite the front of the house and it is suggested that access be taken into the front garden rather than the side garden.

## **7 PLANNING POLICY**

7.1 The development plan is comprised of the Edinburgh and the Lothians Structure Plan 2015, approved in June 2004, and the Midlothian Local Plan, adopted in December 2008. The following policies are relevant to the proposal:

7.2 Midlothian Local Plan Policy **RP20: Development within the Built-up Area** states that development will not be permitted within the built-up area where it is likely to detract materially from the existing character or amenity of the area;

- 7.3 Midlothian Local Plan Policy **RP22: Conservation Areas** seeks to prevent development which would have any adverse effect on the character and appearance of Conservation Areas;
- 7.4 Midlothian Local Plan Policy **RP24: Listed Buildings** states that development will not be permitted where it would adversely affect the setting of a Listed Building.

## **8 PLANNING ISSUES**

- 8.1 The main planning issue to be considered in determining this application is whether the proposal complies with development plan policies unless material planning considerations indicate otherwise. The representation and consultation response received are material considerations.
- 8.2 The design and scale of the driveway are acceptable. The newly laid grey concrete paving slabs are a noticeable feature within the garden at present but the slabs will weather with age and use and there are various other examples of such slabs being used within the village. The slabs do not adversely affect the setting of the listed building and do not have an adverse affect on the character and setting of the Conservation Area.
- 8.3 The design of the gates is acceptable, the use of timber is appropriate for a Conservation Area and the height of the gates matches that of the hedge along the Main Street boundary of the property. The gates as installed open outwards across the pavement; this obstruction to the footway represents a potential hazard to pedestrians and as such it would be appropriate that an amended design of inward opening gates be installed. The use of a condition specifying inward opening gates is standard practice on applications for driveways throughout Midlothian.
- 8.4 The grass service strip/verge that runs along Main Street adjacent to the property is a feature of Carrington that emphasises the rural character of the village. While a section of tarmac will have to be laid to allow safe crossing of the strip the tarmac area will be comparatively small in relation to the full length of the grassed strip and as such it will not have a significant adverse affect on the character of the area.
- 8.5 Elsewhere in the village, nos. 3 and 4 Carrington Mains Cottages have created a vehicular access across a similar verge, however the application site is the only property that could form an access across this particular section of verge. The entire village is contained within the Conservation Area so any further such crossings of grassed service strips elsewhere within the village will require applications for planning permission; this will ensure that any such proposal can be considered on its own individual merits.
- 8.6 The formation of a driveway is an appropriate development in this location and in keeping with the character of the area. There will be no

adverse affect on the character and setting of either the Conservation Area or the Listed Building. The siting, form and scale of the development will not have a detrimental impact on the amenity of neighbouring residential properties and other land users. The development is therefore in compliance with policies RP20, RP22 and RP24 of the Midlothian Local Plan.

## **9 RECOMMENDATION**

9.1 That planning permission be granted for the following reason:

*The proposed development by means of its scale, form and design will not detract materially from the existing character of the built-up area, the character and setting of the Conservation Area, or the setting of the Listed Building; and therefore does not conflict with Midlothian Local Plan Policies RP20, RP22 and RP24.*

Subject to the following conditions:

1. Within 1 month of the granting of this planning permission, details of an amended design of gates that open inwards shall be submitted to the Planning Authority for written approval. Prior to the driveway being brought into use the approved inward opening gates shall be installed.

**Reason:** *To ensure gates do not open over the pavement: to ensure no hazard is caused to pedestrians using the footway.*

2. Prior to the driveway being brought into use a dropped kerb footway crossing shall be constructed at the vehicle entrance.

**Reason:** *In the interests of road safety and the free flow of traffic.*

**Ian Johnson**  
**Head of Planning and Development**

**Date: 21 August 2012**

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| <b>Application No:</b>    | <b>12/00441/DPP (Available online)</b> |
| <b>Applicant:</b>         | <b>Mr James Geddes</b>                 |
| <b>Agent:</b>             | <b>No agent</b>                        |
| <b>Validation Date:</b>   | <b>18<sup>th</sup> July 2012</b>       |
| <b>Contact Person:</b>    | <b>Graeme King</b>                     |
| <b>Tel No:</b>            | <b>0131 271 3332</b>                   |
| <b>Background Papers:</b> | <b>None</b>                            |