

Planning Application: Report of Handling



Reference No. 23/0296/PP

Renfrewshire Council

KEY INFORMATION

Ward: 12 – Erskine and Inchinnan

Applicant: City Gate Construction Ltd

Registered: 02/06/2023

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Formation of car park with associated access, landscaping and realignment of boundary wall

LOCATION: India of Inchinnan, Greenock Road, Inchinnan

APPLICATION FOR: Full Planning Permission



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RECOMMENDATION

Grant subject to conditions

IDENTIFIED KEY ISSUES

- The application site is located within the Inchinnan Business Park Strategic Economic Investment Location as defined by Policy E1 of the Renfrewshire Local Development Plan.
- The India of Inchinnan building is a category A listed building.
- There have been no objections from consultees.
- There have been no letters of representation.

Alasdair Morrison
Head of Economy & Development

REPORT OF HANDLING FOR APPLICATION 23/0296/PP

SITE ADDRESS	India Of Inchinnan Greenock Road Inchinnan
PROPOSAL	Formation of car park with associated access, landscaping and realignment of boundary wall
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the formation of a car park with associated access, landscaping and realignment of boundary wall on land to the east of the India of Inchinnan building.</p> <p>The site currently comprises of maintained grassland, and extends to 0.34 hectares in area. It is bound by the India of Inchinnan building to the west, the roundabout junction between Greenock Road and Inchinnan Drive to the north and east, and grassland to the south.</p> <p>The India of Inchinnan building is a category A listed building.</p> <p>The proposed car park would accommodate 137 parking spaces, 17 of which would include EV charging. Provision is also made for cycle parking. The car park will connect with the existing access road to the front of the building. The proposals also include the formation of a section of footway along the north-eastern boundary, and associated landscaping. In order to ensure the proposed section of footway links with the existing footway to the front of the building, a section of boundary wall requires to be realigned. This realignment forms the basis of concurrent listed building application 24/0025/LB which is also being presented to Board today.</p> <p>It should be noted that while this application is for the car park only, the applicant has submitted information referring to a masterplan for the site which includes development of part of the existing car park to the west of the building to form a joinery workshop. However, this proposal would require to come forward under a separate planning application and does not form part of this application.</p> <p>This report relates to an application which would normally fall within the Council's scheme of delegation to be determined by an appointed officer. However, a request has been submitted by three members, within 21 days of the application appearing on the weekly list, that the matter be removed from the scheme of delegation for determination by the Board. It was considered that the potential impact of the development on the local community and local environment required it to be fully considered prior to any decision being made.</p>
SITE HISTORY	<p>Application No: 24/0025/LB Description: Realignment of boundary wall. Decision: This application is also being presented to Board today for determination.</p>

	<p>Application No: 18/0377/LB Description: Re-rendering of external walls (in retrospect). Decision: Granted</p> <p>Application No: 17/0823/LB Description: Internal alterations including the formation of a partition wall, formation of kitchen area and installation of additional toilet cubicle Decision: Granted</p> <p>Application No: 07/0751/PP Description: Erection of 2 no. three storey office pavilions. Status; Granted subject to conditions</p> <p>Application No: 04/1056/LB Description: Erection of 5 No. flagpoles on north elevation and 3 No. flagpoles on east and west elevations. Status; Granted subject to conditions</p> <p>Application No: 04/0980/AD Description: Erection of 5 no. flagpoles on north elevation and 3 no. flagpoles on east and west elevations. Status; Granted subject to conditions</p>
CONSULTATIONS	<p>Communities & Housing Services (Environmental Protection Team) – No comments.</p> <p>Chief Executive’s Service (Roads Development) – have no objection subject to an update being provided by the applicant in respect of the Active Travel Plan for the site to reflect recent and proposed active travel infrastructure and how the gaps can be overcome to reduce car dependency for the site in line with National Policy.</p> <p>Glasgow Airport Safeguarding – No objections.</p> <p>Historic Environment Scotland – No comments made in respect of the impact of the development on the setting of the listed building. Historic Environment Scotland were consulted separately on the realignment of the boundary wall. Advised that the proposal was acceptable in principle, and provided a list of information that should accompany a listed building application for the works. This realignment forms the basis of concurrent listed building application 24/0025/LB which is also being presented to Board today.</p>
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	<p>Policy and Material Considerations</p> <p>Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the</p>

	<p>following:</p> <p>Development Plan</p> <p><u>National Planning Framework 4</u> NPF4: Policy 1 – Tackling the climate and nature crisis NPF4: Policy 2 – Climate adaptation and mitigation NPF4: Policy 3 - Biodiversity NPF4: Policy 7 - Historic assets and places NPF4: Policy 13 - Sustainable transport NPF4: Policy 14 - Design, quality, and place NPF4: Policy 22 - Flood risk and water management NPF4: Policy 26 - Business and industry</p> <p><u>Renfrewshire Local Development Plan</u> LDP 2021: Policy E1 - Renfrewshire’s Economic Investment Locations LDP 2021: Policy ENV2 - Natural Heritage LDP 2021: Policy ENV3 - Built and Cultural Heritage LDP 2021: Policy I1 - Connecting Places LDP 2021: Policy I3 - Flooding and Drainage</p> <p><u>New Development Supplementary Guidance</u></p> <p>Delivering the Environment Strategy Delivering the Infrastructure Strategy Delivering the Economic Strategy</p> <p><u>Material Considerations</u></p> <p>Historic Environment Scotland Managing Change in the Historic Environment Guidance Note on Setting</p>
<p>PLANNING ASSESSMENT</p>	<p>Policy E1 of the Local Development Plan (LDP) states that Renfrewshire’s Economic Investment Locations are identified and promoted for the development of class 4, class 5, and class 6 development as well as ancillary service provision.</p> <p>The India of Inchinnan building is located within Inchinnan Business Park which forms part of the Advanced Manufacturing and Innovation District Scotland economic investment location.</p> <p>The proposed car park will increase the quantity and quality of parking available to serve the India of Inchinnan building. It is noted that the existing parking area to the west is partly formed from an unsealed surface and does not have delineated parking spaces. The proposal is for a sealed surface car park with delineated spaces, EV charging and cycle parking.</p> <p>It is noted that the submission refers to a masterplan which includes development of the existing car park to the west. The proposed car park would therefore compensate for the loss of the existing car park should consent be granted. Development of the existing car park</p>

would require to be the subject of a separate planning application, and no details have been provided at this stage.

A detailed assessment of overall parking provision to serve the existing India of Inchinnan building and any potential additional building would also have to be undertaken as part of a future planning application. For the purposes of this application, it is considered that the proposed car park would complement and enhance the existing parking provision.

The development will support the operation of the India of Inchinnan building. It is noted that the building has experienced periods of vacancy. Given the importance of the building and its listed status, additional infrastructure which would enhance its attractiveness to potential occupiers and help ensure the building remains in an active and beneficial use is welcomed in principle. This would include improvements to the quality and quantity of parking provision.

A key consideration in the assessment of the car park is the impact it will have on the setting of the India of Inchinnan building. **Policy ENV3** of the LDP and **Policy 7** of NPF4 both state that development proposals within the vicinity of built heritage assets will be required to demonstrate that there is no negative impact to their site or setting.

The India of Inchinnan building currently benefits from an open setting, with grassland to the east and south and car parking to the west. The nearest neighbouring building is the Advanced Forming Research centre which is over 100m to the south west.

The current setting affords views of the building from all vantage points, particularly from the south. However historically the land to the south and west was built up with factory buildings. Additionally, the Council has previously consented development on the land to the south (Planning Application 07/0751/PP), and this area is still identified as a development opportunity site within the LDP. It is also noted that the development is low profile and will not have a significant impact on views of the building. A landscaping scheme can be developed to soften the edge of the car park to ensure it appropriately integrates into the setting of the building and this can be controlled by a suitable planning condition. On this basis it is considered that the proposed car park is acceptable in terms of its impact on the building's setting.

Historic Environment Scotland have made no comment on the development.

In view of the above It is considered that the development will not have a detrimental impact on the setting of the India of Inchinnan building and is acceptable with respect to policies **ENV3 of the LDP and 7 of NPF4**.

The proposed development is compatible with surrounding uses, and

	<p>will not result in an overall loss of amenity within the surrounding area. There have been no objections to the development from the Environmental Protection Team or Glasgow Airport Safeguarding.</p> <p>The site comprises of mown grassland which has limited biodiversity value. There will be no loss of any trees, and no unacceptable impact on the natural or water environment.</p> <p>The proposal includes an indicative landscape scheme comprising of shrubs, herbaceous plants, and grasses. A detailed strategy can be sought via condition to ensure the landscaping scheme suitable softens the edge of the development and provides for biodiversity gain. On this basis it is therefore considered that the development complies with policies ENV2 of the LDP and 3 of NPF4.</p> <p>The incorporation of a landscaped edge and the new section of footway will also ensure the development contributes positively to the place as required by Policy 14 of NPF4.</p> <p>The delivery of car parking must be balanced against the requirements of policies I1 of the LDP and 13 of NPF4 which seek to facilitate and promote walking, cycling and public transport use. It is noted that the car park includes EV charging to facilitate use by electric vehicles. However, an emphasis must also be placed on modal shift with respect to climate mitigation and adaptation.</p> <p>To facilitate walking and cycling the proposed development includes provision for a missing link of footway along the north eastern boundary of the site. This will complete a gap in the pedestrian footway network between Inchinnan Drive and Greenock Road and improve accessibility to the India of Inchinnan building.</p> <p>It is noted that the additional footway will require an amendment to the boundary wall which fronts the building. The applicants propose to realign the boundary wall to ensure that a 2m footway width can be provided and has provided details of the section of the boundary wall that would require realignment.</p> <p>The realignment of the wall will support the delivery of the footway in accordance with policies I1 of the LDP and 13 of NPF4 and will ensure the contribution the wall makes to the character of the place is maintained in accordance with policy 14 of NPF4. The impact of the works on the listed building will be assessed in detail via concurrent listed building application 24/0025/LB.</p> <p>The proposed development also includes provision for cycle parking. A final design of the cycle parking provision can be sought via condition.</p> <p>The India of Inchinnan building is accessible via bus stops on Greenock Road and Inchinnan Drive. The car park layout includes provision for pedestrian permeability to provide a more direct link</p>
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	<p>between the building, the bus stops, and the surrounding pedestrian network.</p> <p>Roads Development have requested submission of an update in respect of the Active Travel Plan for the site to reflect recent and proposed active travel infrastructure and how the gaps can be overcome to reduce car dependency for the site in line with National Policy. This can be controlled by condition.</p> <p>Taking the above into consideration, I am satisfied that the development can make suitable provision for encouraging walking and cycling and complies with the requirements of policies I1 of the LDP and 13 of NPF4.</p> <p>In addition to this the development demonstrates climate adaptation and mitigation via the provision of EV charging points and cycle parking, and enhanced provision for pedestrian, cycle, and public transport accessibility to the India of Inchinnan building. It is acknowledged however that delivery of additional parking provision could encourage trips to the site by car. It is therefore considered appropriate to impose a planning condition to ensure the site's Active Travel plan is updated. It is also noted that it has been indicated that the proposals constitute the relocation of parking to the east of the building in order to potentially allow the parking area to the west to be redeveloped subject to planning and that parking need and demand and active travel requirements could be assessed again at this time. It is therefore considered that the net impact on parking provision would therefore be balanced. On this basis I am satisfied the development also complies with policies 1 and 2 of NPF4.</p> <p>In terms of drainage, a drainage strategy for the car park can be sought via condition to ensure surface water is managed sustainably in accordance with policies I3 of the LDP and 22 of NPF4.</p> <p>The development will support the role and function of Inchinnan Business Park and is compatible with the surrounding character of the area. It will not impact upon existing uses or potential economic investment within the area. There will be no detrimental impact on residential amenity, sensitive uses, the built or natural environment. The development therefore complies with policies E1 of the LDP and 26 of NPF4.</p> <p>In view of the above, it is considered that the proposal would accord with the relevant provisions of the Development Plan. There are no other material considerations. Planning permission should therefore be granted.</p>
RECOMMENDATION	Grant subject to conditions

Reason for Decision

The proposal accords with the provisions of the Development Plan and there were no

material considerations which outweighed the presumption in favour of development according with the Development Plan.

Conditions

1. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a strategy for the sustainable drainage of surface water. Only the approved strategy shall thereafter be implemented on site.

Reason: To ensure surface water is managed appropriately in the interests of sustainable drainage.

2. That prior to the commencement of development on site, full details of all soft and water landscaping works shall be submitted as part of a landscape strategy for the written approval of the Planning Authority. The landscape strategy shall include (but not be limited to) provisions in respect of:

- all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, turfing including size, species, spacing and location.
- all areas of hard standing including location and materials.
- a plan showing proposed site levels.
- all areas of surface water including ponds, and measures for the sustainable management and drainage of surface water where applicable.
- the implementation of all biodiversity and habitat enhancements.
- a timetable for the implementation of the landscape strategy.
- a strategy for the future management and maintenance of all landscaped areas including provision for replacement of trees, shrubs, hedgerows and areas of grass/wildflower seeding and turfing if they were to become diseased, die, become seriously damaged or are removed within 5 years of being planted.

The approved landscape strategy shall thereafter be implemented on site in accordance with the approved timetable and shall be managed and maintained thereafter for the life of the development.

Reason: To ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

3. That prior to the commencement of development on site, the developer shall provide a specification for the written approval of the Planning Authority detailing the location, design, materials and colour of any boundary fences, gates, walls, or other method of enclosure to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be used in the development of the site.

Reason: To ensure the methods of enclosure are of a suitable design in the interests of visual amenity.

4. That prior to the car park hereby approved being completed and made available for use, the developer shall submit a travel plan for the written approval of the Planning Authority. The travel plan shall set out measures to promote travel to the India of Inchinnan building by sustainable modes (active modes and public transport), and

to reduce travel by single occupancy private vehicle. It shall include targets for travel by sustainable modes, associated actions to achieve these targets, and a scheme for regular monitoring and review whereby the measures will be continued, or new measures will be identified to ensure targets are met. The measures within the travel plan shall be implemented at the point when the car park is brought into use and shall be reviewed thereafter in line with the approved travel plan.

Reason: To encourage travel to the India of Inchinnan building by sustainable modes, and reduce demand for single occupancy private vehicle trips.

5. That all works associated with the realignment of the boundary wall shall be undertaken in accordance with the methodology set out within the approved 'Removal & Reconstruction of Boundary Wall – Method Statement' prepared on behalf of City Gate Construction and be completed prior to the car park hereby approved being brought into operation.

Reason: To ensure the works are undertaken in an appropriate manner that will safeguard the character and special interest of the listed building.

6. That prior to the car park hereby approved being completed and made available for use, the developer shall submit a specification detailing the final location and design of all bike stores as generally illustrated on approved drawing 682.AP.102 C titled 'Proposed Site Plan' (and any subsequent approved revisions to this drawing). The specification shall also include a timetable for the installation of the bike stores. The approved stores shall thereafter be installed on site in accordance with the approved timetable.

Reason: To ensure suitable provision for bike storage at the development in the interests of supporting sustainable transport.

7. That the section of footway along the north eastern boundary of the site fronting the Greenock Road/Inchinnan Drive roundabout as generally illustrated on approved drawing 682.AP.102 C titled 'Proposed Site Plan' (and any subsequent amendments to this drawing) shall be completed to an adoptable standard and made available for use prior to the car park hereby approved coming into operation.

Reason: To ensure pedestrian links are delivered in a timely manner in the interests of pedestrian safety and accessibility.

8. That all existing car parking located to the west of the India of Inchinnan building as illustrated in approved drawing 682.AP.102 C titled 'Proposed Site Plan' (and any subsequent amendments to this drawing) shall be retained and made available for use by occupants of the India of Inchinnan building unless otherwise agreed in writing with the Planning Authority.

Reason: To retain control over overall parking provision at India of Inchinnan.

Local Government (Access to Information) Act 1985 - Background Papers

For further information or to inspect any letters of objection and other background papers, please contact James Weir on 07483370666