

Notice of Meeting and Agenda Local Review Body.

Date	Time	Venue
Tuesday, 08 September 2020	14:00	Microsoft Teams Platform,

KENNETH GRAHAM
Head of Corporate Governance

Recording of Meeting

https://www.youtube.com/watch?v=eDZBosT_Ptk

Membership

Councillor Bill Brown: Councillor James MacLaren: Councillor John McNaughtan: Councillor Iain Nicolson:
Councillor Marie McGurk (Convener):

Items of business

Apologies

Apologies from members.

Declarations of Interest

Members are asked to declare an interest in any item(s) on the agenda and to provide a brief explanation of the nature of the interest.

- | | | |
|-----------|--|------------------|
| 1 | Procedure Note | 1 - 2 |
|
 | | |
| 2 | LRB 02.20 | |
| | Review the Planning Authority's decision to refuse planning permission for the erection of four detached dwelling houses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley. (18/0433/PP) | |
|
 | | |
| 2a | Planning Authority's Submission | 3 - 122 |
| | Submit documentation on which the Planning Authority decided to refuse planning application for the erection of four detached dwelling houses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley. (18/0433/PP) | |
|
 | | |
| 2b | Appellant's Submission | 123 - 148 |
| | Submit documentation submitted in support of a review of the Planning Authority's decision to refuse planning application for the erection of four detached dwelling houses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley. (18/0433/PP) | |

A. At the meeting

1. When a Notice of Review is submitted, the role of the Local Review Body ("the LRB") is to consider the planning application afresh and reach a decision.
2. Section 37(2) of the Town and Country Planning (Scotland) Act 1997 sets out that when the planning authority is dealing with an application for planning permission, the planning authority require to have regard to the provisions of the development plan and other material considerations. This applies to the decision of the LRB today.
3. The Planning Adviser to the LRB today is not here to speak on behalf of the Planning Service about the original decision. Their function is to provide impartial planning advice to the LRB.
4. There will be up to five Councillors on the panel, made up from members of the Planning & Property Policy Board.
5. No parties have the right to speak at the meeting.

Procedural format**B.**

1. The members are expected to have read the papers and documents relevant to the application and noted the relevant planning policies in advance of the meeting. The Convener will ask the members to confirm whether they have done so.
2. Members have the opportunity to ask the Planning advisor for advice in relation to planning matters that are relevant to the Notice of Review, but do not have to do so.
3. If new material has been submitted panel members will decide whether this new material can be accepted. The Legal Advisor will advise on the test to be applied when deciding whether new material can be accepted.
4. The panel will consider whether the applicant has asked for further procedure in this case and will take the decision whether they have sufficient information before them to determine the notice of review, or whether further procedure is required.
5. If the panel decide that they do not have enough information to determine the notice of review at the present time, then they will decide whether there is a requirement for:
 - a. Further written submissions
 - b. Site visit
 - c. Hearing

Note: Upon the decision being taken regarding the appropriate action (at a, b, and c above) today's meeting about this matter will be brought to a close, with further consideration of the notice of review continued to a future meeting of the LRB.

6. If the panel determine that there is sufficient information within the documentation to reach a decision on the Notice of Review today, the Local Review Body will consider the following points:
 - a. The planning policies that apply to the application - noting if the application was contrary to the Local Development Plan;
 - b. The applicant's reasons for requesting a review, as stated in the notice of review;
 - c. Any representations raised by other parties;
 - d. Any material considerations identified by the applicant in the notice of review documents to support a departure from the policy and details of what these are; and
 - e. Any material considerations not mentioned by the applicant which could justify a departure from the policy.

C. Decision

1. If the Local Review Body decides to grant planning permission, it will:
 - a. Specify the reasons for granting planning permission; and
 - b. Detail any conditions to be attached to that planning permission and the reasons for those conditions.
2. If the Local Review Body decides not to grant planning permission, it will:
 - a. Specify the reasons for refusing the application; and
 - b. If conditions were suggested to allow grant, confirm why they were not prepared to grant with those conditions.

PLANNING AUTHORITY'S SUBMISSIONS

My Ref:
Contact: Graham Westwater
Telephone: 0141 618 7887
Email: dc@renfrewshire.gov.uk
Date: 07/01/2020



Mr Tsakiroglou

Proposal: Erection of four detached dwelling houses, formation of access road and associated parking.
Location: Land to East of Brown Street, Stoney Brae, Paisley
Application No. 18/0433/PP

Dear Sir/Madam

NOTIFICATION OF REFUSAL OF CONSENT

The Council has decided to refuse your application, details of which are given above. I enclose a decision notice which provides details of the reasons for refusal. I also enclose a copy of your submitted plans duly endorsed.

You have the right to seek a review of this decision by submitting a Notice of Review within three months from the date of the decision notice to the Head of Corporate Governance, Renfrewshire House, Cotton Street, Paisley PA1 1TR. The Notice of Review form and guidance is available on the Council's website or by contacting Legal & Democratic Services.

Yours faithfully,


Fraser Carlin
Head of Planning and Housing

DECISION NOTICE

Town and Country Planning (Scotland) Act 1997
Planning etc. (Scotland) Act 2006
Town and Country Planning (Development Management Procedure) (Scotland) Regulations
2013

TO

Mr Tsakiroglou



With reference to your application registered on 03/07/2018 for Planning Consent for the following development:-

PROPOSAL

Erection of four detached dwelling houses, formation of access road and associated parking.

LOCATION

Land to East of Brown Street, Stoney Brae, Paisley

DECISION

The Council in exercise of their powers under the above Acts and Orders, having considered the above proposal, the plans endorsed as relating to it and the particulars given in the above application hereby:-

REFUSE Planning Consent for the reasons given on the reverse/paper apart.

PLANS AND DRAWINGS

The plans and drawings relative to this refusal are those identified in the Schedule of Plans/Drawings attached as a paper apart and forming part of this Decision Notice.

Dated 07/01/20

Signed

Appointed Officer

on behalf of Renfrewshire Council



PAPER APART

TERMS AND CONDITIONS

- 1 That the proposed means of access to the site is considered to be unsafe for vehicles to access and egress the site, posing a risk to pedestrian and road safety.

- 2 That the proposals are contrary to Policy I1 - Connecting Places given the inadequacy of good accessibility and connectivity to/from the site to the surrounding area.



Renfrewshire
Council

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

1. If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning Act (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Head of Legal and Democratic Services, Renfrewshire House, Cotton Street, Paisley PA1 1PR.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Applicant: Mr Tsakiroglou	Ref. No: 18/0433/PP
Site: Land to East of Brown Street, Stoney Brae, Paisley	Officer: Graham Westwater

Plans to be stamped

Drawing Number	Drawing Title	Paper & Anite Set (Officer) ✓	Stamped (Admin) ✓	Stamped on anite (Admin) ✓
1852-P-01	Location Plan	✓		✓
1852-P-02	Proposed Block Plan	✓		✓
1852-P-03	Tree Survey	✓		✓
1852-P-04	Proposed Sections	✓		✓
1852-P-05	Proposed Elevations & Floor Plans	✓		✓

Officers Initials: GW

Admin Initials: DE

Checked by : GW

RENFREWSHIRE COUNCIL	
Town and Country Planning (Scotland) Act 1997	
Application No	<u>18/0433/PP</u>
REFUSED	07 JAN 2020
on	
Signed by	
On behalf of Renfrewshire Council	

RENFREWSHIRE COUNCIL

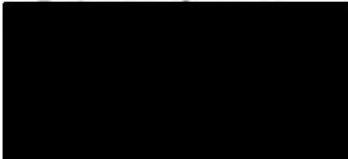
Application No: 18/0433/PP

COMMUNITIES, HOUSING AND PLANNING SERVICES
RECOMMENDATION ON PLANNING APPLICATION

Regd: 03/07/2018

Applicant

Agent

Mr Tsakiroglou


Nature of proposals:

Erection of four detached dwelling houses, formation of access road and associated parking.

Site:

Land to East of Brown Street, Stoney Brae, Paisley

Application for:

Planning Permission-Full

Description

Planning permission is sought for the erection of four, two storey detached dwellinghouses with associated parking and the creation of a new access road. Each proposed dwelling has an external footprint of 100sqm and a plot size in excess of 600sqm and will be finished in a wet dash render and a natural slate. The proposed access for this development, taken from Stoney Brae, through the existing access through the boundary wall into the site.

The application site comprises of an oblong area of land which is accessed from Stoney Brae, which is a narrow cobbled road. The majority of the site is located within the Paisley Town Centre Conservation Area with the proposed access road located outside the Conservation Area. The site is heavily wooded, with predominantly self seeded specimens. The topography of the site slopes steeply from south to north.

Access is provided from Stoney Brae and runs parallel with the rail line. To the south the site is bounded by the rear boundary of Oakshaw House and Oakshaw Lodge. To the west the site is bounded by a stone wall and beyond is the rear garden of Nos. 38/40 Oakshaw Street East. To the north west of the site are two storey dwellinghouses which are located on Blenheim Court. To the immediate east of the larger section of the site is the former Gaelic Church's cemetery which is separated from the site by a stone wall. Electricity cables run through the site from south to north.

History

04/0530/PP - Erection of single dwellinghouse and an accompanying garage - Granted.

05/0998/PP - Erection of property containing 3 flatted dwellings, three accompanying garages and associated access. – Granted.

06/0467/PP - Erection of four 2 storey detached dwellinghouses and associated garages – Withdrawn.

10/0153/PP - Erection of four 2 storey detached dwelling houses - Invalid return.

10/0649/PP - Formation of vehicle and pedestrian gate (Amendment to previous consent 05/0998/PP) - Granted.

10/0701/PP - Erection of 4 no. detached dwelling houses, formation of access road and associated parking - Granted.

Policy & Material Considerations

Adopted Development Plan - Adopted Renfrewshire Local Plan 2014

Policy P1 - Renfrewshire's Places

Policy ENV3 - Built Heritage

Policy I1 - Connecting Places

New Development Supplementary Guidance

Places Development Criteria

Development within Conservation Areas

Infrastructure

Proposed Development Plan - Adopted Renfrewshire Local Plan 2019

Policy P1 - Renfrewshire's Places

Policy ENV3 - Built & Cultural Heritage

Policy I1 - Connecting Places

New Development Supplementary Guidance

Creating Places

Conservation Areas

Infrastructure

Material Considerations

Planning legislation requires that planning decisions be made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the local plan policies set out above and the new supplementary guidance.

Publicity

The Council has undertaken neighbour notification in accordance with the requirements of the legislation and advert was placed in the local press on 1st August 2018.

Objections/Representations

Three letters of objection have been received in relation the proposal. The issues raised are:

- Stability of the slope to support the buildings proposed.
- Flooding/drainage impacts.
- Removal of trees.
- Working days/hours and potential for disturbance during construction works.
- Impact of works on existing boundary wall.
- Pollution as a result of the development.
- Impact on privacy/overlooking at neighbouring properties.
- Loss of light/overshadowing.
- Impact on ecology/wildlife.

Consultations

Environment & Infrastructure (Roads/Traffic) - Object to the proposal on a number of grounds, comprising connectivity and pedestrian access issues and the gradient/contours of the site have raised concerns that large vehicles entering the site, (such a bin lorry), could be at risk of tipping.

Environment & Infrastructure (Design) - A drainage impact has been requested, which can be dealt with via condition.

Environmental Protection Section (Noise) - A Noise Impact Assessment was requested by this service, which was subsequently submitted and the findings considered to be acceptable, subject to condition.

Network Rail - No objection subject to a number of conditions.

Summary of Main issues of:-

Environmental Statement - N/A

Appropriate Assessment - N/A

Design Statement - A Design and Access statement was submitted with the application, given it's location within the Conservation Area.

Access Statement - N/A

Other Assessments - A Noise Impact Assessment were submitted in support of the application. A tree survey was also carried out and the findings submitted in a report with the application.

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

Policy P1 of both the Adopted and Proposed Renfrewshire Local Development Plans state that there is a presumption in favour of the built form and proposed uses should demonstrate they have no adverse impact on existing uses. As the proposal is for the erection of four dwellings within an established residential area, it is considered that the proposed development complies with this policy in principle.

New residential developments require to be assessed against the criteria within the adopted and proposed new supplementary guidance, to determine their impact, the following is considered:

Built form, design and layout of the proposal - The site is situated within the Paisley Town Centre Conservation Area and therefore the proposal requires to be of a high quality in terms of design and materials.

The proposed villas are substantial and relate favourably to the form and scale of the established properties within the Conservation Area. A wet dash render and natural slate finish is proposed for the dwellings which is considered to be compatible with the historic character of the area. The proposed staggered layout of the plots relates positively to the proposed access road while allowing the proposed dwellings to be located a minimum of 18m from the closest neighbouring building.

Density of new developments - The proposed detached dwellings are considered to be in keeping with the density of the surrounding area which is characterised by large detached villas, some of which have been subdivided into flats.

Adequate provision of services - The proposal is for four dwellings within an established residential area, existing services can be utilised.

Open space provision within new residential developments - As the site is small there is no requirement for public open space provision. It is considered that the layout and plot provision of the proposal provides adequate open space.

Potential impacts upon existing landscaping and ecological features - With regards to the protection of existing landscaping features, the applicant has submitted a tree survey which identified 19 trees for removal although 6 of the identified trees are out with the Conservation Area. However the tree survey carried out identifies that several are unhealthy and the majority are not considered to be significant specimens. If the proposal were to be considered favourably, a condition could be imposed requiring replacement planting to compensate for the loss of the trees would be attached.

Surrounding land uses should not have an adverse impact on the proposal - The wider

area is residential in character, therefore residential use, would have no adverse impact on the surrounding area. A noise impact assessment was undertaken to assess the effect of the railway line, which borders the site, on the proposed dwellings. The conclusions of this were found to be satisfactory, subject to a condition relating to window specifications.

Furthermore, the proposal does not raise any issues of overlooking or overshadowing (the closes building to building distance would be 18m, which is the minimum requirement for directly opposing window openings) and provides a layout which does not greatly conflict with the established pattern of development in the area. Given these distances, there would be no impact on loss of daylight/overshadowing.

Proposals require to create attractive street networks - An access road, taken from Stoney Brae, is proposed to serve the development. Since the proposed residential development does not directly front onto an existing road the proposal could be considered to represent a form of backland development. However, the proposal does include the provision of a new road which the proposed dwellings will front onto.

In terms of connectivity, the Director of Environment and Infrastructure (Roads) is not satisfied with the proposed footway connections, which for an edge of town centre site is considered important given that this would lead to public transport networks, services and facilities. The inadequacy of the footway links to surrounding areas is contrary to Policy I1 of the Adopted and Proposed Renfrewshire Local Development Plans as all developments require to ensure appropriate provision and accessibility to connect to active travel and public transport networks.

Development should contribute to overall character of a place - As has been discussed above, the design and character of the proposed dwellings will not impact on the character of the site or surrounding area. The area has a range of differing house types, of different periods and styles of architecture.

Given the site is within the Paisley Town Centre Conservation Area, the impact on the setting requires to be assessed, in terms of the design and materials of the proposed dwellings, within the context of the site. In terms of design, the proposed dwellinghouses will be of a modern design, with traditional features and materials, incorporating the use of natural slate on the roofs and timber framed, sash and case windows. Therefore, it is considered that the proposal complies with Policy ENV3 of the Adopted and Proposed Renfrewshire Local Development Plan and the New Development Supplementary Guidance.

The comments provided by consultees also require to be considered. The Director of Environment and Infrastructure (Roads) has a number of concerns regarding the proposal, in terms of connectivity and pedestrian access to the site and also with regards road safety, in terms of vehicles accessing the site. Lengthy discussions have taken place between the applicant and the Council regarding these issues in an attempt to resolve them. The applicant has submitted substantial supporting information to attempt to demonstrate that the means of access would be safe for high vehicles, (such as bin lorries) to enter and exit the site. However, despite this, the initial objection still stands, in terms of road and pedestrian safety, as it has not been sufficiently demonstrated that the risk has been minimised and the issue resolved. While it is acknowledged that development has been granted on the site previously, the access was taken from a different point, therefore this safety risk was not an issue at that time.

In terms of issues raised by the objectors; loss of privacy/overlooking and daylighting/overshadowing issues have been addressed in the foregoing assessment and all found to be acceptable. In terms of flooding/drainage, a DIA has been requested to be carried out and this can be controlled via condition on any approval issued. The loss of trees has been considered in the assessment of the application and found to be acceptable in this instance, furthermore a condition can be implemented to request the re-planting of lost trees

to compensate. In terms of the impact on ecology and wildlife, there are no environmental or wildlife designations covering the site. However if the conclusions of this proposal were found to be satisfactory, a condition relating to a survey would be attached. The remaining issues regarding the stability of the site, integrity of the boundary wall, pollution and working hours during construction, are not material planning considerations in this instance and are therefore not relevant in the assessment of the application.

Recommendation and reasons for decision

In light of the above assessment, the proposed development is recommended for refusal, given the objection for the Director of Environment and Infrastructure on road and pedestrian safety grounds and that the development is contrary to Policy I1 - Connecting Places.

Index of Photographs

The site has been photographed and the images archived.

RECOMMENDATION

Refuse

Other Action

Conditions and Reasons

- 1 That the proposed means of access to the site is considered to be unsafe for vehicles to access and egress the site, posing a risk to pedestrian and road safety.
- 2 That the proposals are contrary to Policy I1 - Connecting Places given the inadequacy of good accessibility and connectivity to/from the site to the surrounding area.

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.

Sm

18 0433 PP

☒ Description

Land to East of Brown Street, Stoney Brae, Paisley

Online Comment

Contact Name: Mr Robert Adam

Address: 256 Brown Street
Paisley

Postcode: PA1 2SN

Email Address: [REDACTED]

Representation: OBJ

Comment: Modification of existing grounds may have an impact on our property due to flooding and potential subsidence.

The proposed construction works may cause damage to our existing perimeter fence and wall due to vibration from large items of plant.

New dwelling houses shall impinge on our privacy.

Dust and disturbance caused by destruct and construction works shall affect my wife's breathing as she suffers from COPD.

18	0433	PP
----	------	----

<input checked="" type="checkbox"/> Description

Land to East of Brown Street, Stoney Brae, Paisley

Online Comment

Contact Name: Miss Catherine Hill

Address: 254 Brown Street

Paisley

Postcode: PA1 2SN

Email Address: [REDACTED]

Representation: OBJ

Comment: I strongly object to the erection of dwelling houses on this site for the following reasons:

I purchased by house because of the green area surrounding my property.

Loss of privacy as all proposed houses will surround my entire property.

As they will be built on higher ground this will cause shading / loss of light.

All wildlife and bats in their roost will also be disturbed.

I feel this will also encourage a short cut from town.

Additional noise and traffic is also a concern.

David Ramsay

From: DC
Sent: 19 July 2018 10:57
To: David Ramsay
Subject: FW: 18/0433/PP - Brown Street, Paisley

AREPS - GW

Ryan Cameron
Development Assistant

Communities, Housing and Planning Services | Strategy and Place Team | 4th Floor
Renfrewshire Council | Renfrewshire House | Cotton Street | Paisley | PA1 1JD

Phone: 0141 618 7883 Email: ryan.cameron-pt@renfrewshire.gov.uk

Please consider the environment before printing this e-mail.

From: kristina king [REDACTED]
Sent: 18 July 2018 23:08
To: DC <dc@renfrewshire.gov.uk>
Cc: [REDACTED]
Subject: 18/0433/PP - Brown Street, Paisley

Good Evening,

In reference to '18/0433/PP | Erection of four detached dwelling houses, formation of access road and associated parking. | Land to East of Brown Street, Stoney Brae, Paisley' see points below:

-Can you provide the soak-away design to confirm that it is fit for purpose, including the percolation test results? As you are planning the removal of 20no trees, water run off may present a problem in wet weather conditions for my property. Also if the soak-away is not adequately designed then this may cause flooding. The removal of the tress will mean an increase in noise pollution from the railway line and will have an impact on the slope stability. Can you confirm how you will mitigate against both issues?

-Can you confirm the expected construction working hours and will this include weekend working?

-Within my property boundary is a wall which is adjacent to the boundary of the proposed development. The current structural integrity of this wall is unknown and I am concerned that the proposed works could lead to further deterioration. This could be from various activities such as the following; installing underground utilities with the use of large items of plant, vibration from the tree removal process and access road construction, ect.. The works are shown to come as close as 0.1m away. I would therefore propose that a survey be carried out at the proposers cost, to determine the integrity of my wall.

-Due to the vegetation clearance and tree removal along with the the lack of nearby green spaces can you confirm that the works will not result in increased air pollution? Living in close proximity to the town it is vital that green spaces be preserved where possible. Will any trees be replanted during the landscaping element of the project?

-The positioning of the house will result in the new development being able to look into the gardens/houses of the current residents within Brown Street. Can you confirm how this will be mitigated?

-In regard to the tree removal, can you confirm a bat survey been conducted as bats have been seen in the local area; in particular the location within the development.

I would appreciate your timely response and should further discussions be required please do not hesitate to contact myself using the details below.

Thank you,

Miss Kristina King
252 Brown Street
Paisley
PA1 2SN
[REDACTED]

Graham Westwater

From: Stewart Marshall
Sent: 14 January 2019 16:27
To: Graham Westwater
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

Given location, scope, potential risk and nature of the site, coupled with no prior pre app' DIA request....just condition DIA need here.

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 10 December 2018 14:35
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Hi Stewart,

Just wondering if you've had a chance to consider this.

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)

Please consider the environment before printing this email

From: Graham Westwater
Sent: 30 November 2018 14:03
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Hi Stewart,

Tried calling earlier. Turns out a DIA wasn't carried out previously, I'd misunderstood the report at first read. If you would prefer the DIA to be carried out prior to approval, then I have no issue with that. We can just do a condition only if you are comfortable to proceed that way, I just said I'd ask you the question.

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: Stewart Marshall
Sent: 30 November 2018 09:51
To: DC <dc@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

If that assists....yes (Prior DIA somewhat relevant for current application if current application of a similar type / layout / area and scope to the prior application.)

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 29 November 2018 14:59
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Thanks Stewart.

Any way this could be conditioned, (obviously they aren't happy at only finding out about this now, which is my fault), also the fact a DIA had previously been commissioned and approved for the site...?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: Stewart Marshall
Sent: 29 November 2018 13:24
To: DC <dc@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

Yes, just a DIA is needed.

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 29 November 2018 13:17
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Hi Stewart,

For some strange reason I forgot to consult you on this application when it came in. There is a bit of history to the site, previous applications from 2010, where a DIA was requested and submitted (10/0701/PP). Can I request a consultation response on it please, assuming you will want a DIA like last time?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)

Please consider the environment before printing this email

Graham Westwater

From: John Everett
Sent: 13 February 2020 17:16
To: Graham Westwater; Robert Devine
Cc: Sharon Marklow; Mark Higginbotham
Subject: RE: Notice of Review - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley
Attachments: 0433.docx

Hi Graham
I attach my last notes on this

Below are conditions I would wish attached to the site if it is for the proposed four or more dwellings

1. The site should be connected to the local public road network in accordance with the National Roads Development Guide and provide pedestrian connectivity to both neighbouring boundaries so it is interconnected and accords with policy
2. A specification of footways and carriageways should be agreed with the Roads Authority to allow new foot and carriageways to be added to the list of public roads (adopted) thereby ensuring the dwellings can be accessed on foot and by vehicle to allow servicing, refuse collection and firefighting. In particular the proposal shall demonstrate that high sided refuse and fire fighting vehicles accessing the site from Hunter St can cross Stoney Brae without tipping over as well as being able satisfactorily to weave horizontally and climb/ descend safely (in winter) and see /be seen by others on Stoney Brae or Hunter St at junctions or crossing points

Regards
John

From: Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Sent: 10 February 2020 09:28
To: Robert Devine <robert.devine@renfrewshire.gov.uk>
Cc: Sharon Marklow <sharon.marklow@renfrewshire.gov.uk>; John Everett <john.everett@renfrewshire.gov.uk>
Subject: RE: Notice of Review - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley

Hi Robert,

I will need to get any draft conditions Roads would want to impose if it was approved (they had recommended refusal, so hadn't given me any on that basis).

John – can you provide please?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD

Please consider the environment before printing this email

From: DC <dc@renfrewshire.gov.uk>

Sent: 06 February 2020 21:02

To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>

Subject: FW: Notice of Review - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley

Graham,

Did you get back to Robert?

Many thanks.

Sharon.

From: Robert Devine <robert.devine@renfrewshire.gov.uk>

Sent: 06 February 2020 09:20

To: DC <dc@renfrewshire.gov.uk>

Cc: Andrew McLaughlin <andrew.mclaughlin@renfrewshire.gov.uk>; Nairn Young <nairn.young@renfrewshire.gov.uk>; Sharon Marklow <sharon.marklow@renfrewshire.gov.uk>

Subject: RE: Notice of Review - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley

Morning all...

Just a wee reminder that I'm awaiting a response to the attached email.

As you will appreciate the timescales are tight to comply with all of the requirements associated with holding a meeting of the LRB (Cllrs availability; Applicant and objector notifications etc)

Robert

From: Robert Devine

Sent: 04 February 2020 11:12

To: DC <dc@renfrewshire.gov.uk>

Cc: Andrew McLaughlin <andrew.mclaughlin@renfrewshire.gov.uk>; Nairn Young <nairn.young@renfrewshire.gov.uk>; Sharon Marklow <sharon.marklow@renfrewshire.gov.uk>

Subject: Notice of Review - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley

A Notice of Review has been submitted in relation to planning application 18/0433/PP, a copy of which I have attached.

In terms of the requirements of the Act and the agreed procedure, can you provide the following information by close of business tomorrow:

- (i) please confirm the validity of the notice;
- (ii) identify whether there are new matters which were not before the appointed officer;
- (iii) identify whether approval of the application would be subject to a Section 69 or Section 75 agreement and, if so, the purpose of the agreement which would be circulated to the LRB together with the draft conditions and reasons;
- (iv) identify whether an application if granted would require to be submitted to Scottish Ministers in terms of Planning Circular 3/2009 or under any statutory requirement;
- (v) advise whether a Coal Authority Notice and/or a "bad neighbour" notice is required if approval is granted; and

(vi) please confirm that in relation to the original planning application, Development Management has complied with regulations 18 (notification by the planning authority), 19 (notification of minerals applications), 20 (publication of application by the planning authority) and 25 (consultation by the planning authority) of the Town and Country (Development Management Procedure)(Scotland) Regulations 2013.

Regards
Robert Devine
Senior Committee Services Officer
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley

0141 618 7107
robert.devine@renfrewshire.gov.uk

18/0433/PP

Erection of four detached dwelling houses, formation of access road and associated parking
Land to East of Brown Street/Stoney Brae

Hi Graham

I don't have a return sheet for this and the original link is corrupt but I have tracked it down. When we talked I spoke as if it were the gap site next to the former students union but now I see is the one off Stoney Brae. That one is totally different and we don't think it's feasible

However as far as I can see there were two previous applications for the site. The first 05/0998/PP which had the same road layout as this application. In 2005 we said it won't work and we asked for more information it never came so we never formally responded

The second application 10/0701/pp we offered a no objections subject to conditions, as below, but the access was different being straight across from Hunter St. This application is not the same and so won't work, the same as the 2005 wouldn't. If they want to try I need the information in points 1-4 below before I can consider it further. You may wish to alert the applicant that policy regarding connectivity has changed in the interim

Conditions requested on 10/0701/pp

The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to access the development including a swept path analysis of a 12m long refuse vehicle

The junction shall be formed generally in accordance with the councils guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access

A roads construction consent application will be required to authorise the construction of the internal road, footway and lighting layout

min sightlines of 2.5x35x1.05m are required,

Water shall be trapped and contained within the site so as not to drain onto the public road

Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times

A stop sign on Hunter St is not acceptable

3 nos. visitors parking bays will be required for this level of development.

Garages must be set back a minimum of 6m from the edge of the carriageway

A minimum forward visibility sightline of 20m will be required.(reduced from 35m on account of the area being traffic calmed)

A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.

The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.

There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.

A Section 56 agreement will be required for all works carried out within the Public Road.

1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighbouring houses will have a security issue.
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively a separate footway should be provided
3. The junction design onto hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3 axel bin lorry conforming to the councils specification.
4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)

18/0433/PP

Erection of four detached dwelling houses, formation of access road and associated parking
Land to East of Brown Street/Stoney Brae

Thanks
John

From: Graham Westwater

Sent: 06 December 2018 12:11

To: John Everett <john.everett@renfrewshire.gov.uk>

Subject: RE: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

There was a previous application (05/0998/PP), with a no objections response and only condition recommended was;

'That prior to the dwellinghouse hereby approved being occupied, the access and driveway shall be constructed and available for use as shown on the approved plans, all to the standards of the Roads Authority and the satisfaction of the Planning Authority.

Reason: In the interests of road safety'.

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: Graham Westwater

Sent: 06 December 2018 12:04

To: John Everett <john.everett@renfrewshire.gov.uk>

Subject: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Hi John,

This one is way over it's decision date and don't seem to have a response of any kind from yourselves.

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

18/0433/PP

Erection of four detached dwelling houses, formation of access road and associated parking
Land to East of Brown Street/Stoney Brae

Graham Westwater

From: John Everett
Sent: 12 September 2019 14:52
To: Graham Westwater
Cc: DC; Mark Higginbotham
Subject: RE: FW: Paisley - Stoney Brae/ Hunter St
Attachments: ASSESSMENT TABLE for ROADS DEPARTMENT - with Roads reply 12sept2019.docx

Hi graham

I attach an interim reply to a number (but not all) of the points raised and have stopped after readdressing my first 11 points. I have done this because there is significant work outstanding for the applicant and it will require me more time to review the previous submissions and comment further.

The choice is therefore have these points meanwhile or do you want everything answered just now. If the latter it will be the end of next week before I can comment further

Let me know

Regards
John

From: Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Sent: 11 September 2019 10:58
To: John Everett <john.everett@renfrewshire.gov.uk>
Subject: FW: FW: Paisley - Stoney Brae/ Hunter St

Hi John,

Can you give me something more to go back with? Either that, or just give me a formal objection to it, as I really need to get this determined.

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: [REDACTED]
[REDACTED] 28 August 2019 13:40
To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Cc: John Everett <john.everett@renfrewshire.gov.uk>; Evangelos Tsakiroglou <etsakiroglou@outlook.com>
Subject: Re: FW: Paisley - Stoney Brae/ Hunter St

Dear Graham

As you advised me below, I tried to call again Mr. John Everett several times, however as usual he does not answer the phone.

Therefore, I now wish to reiterate the following:

a) there are no Safety issues whatsoever in our proposal, b) that we are fully in compliance with local Road regulations and c) that we are accountable to provide at this present phase additional lengthy engineering assessments that normally are required for the Building Licensing phase. These points have been exemplified in great detail with my previous emails and Assessment Table with Review Report - please see copy here attached.

In truth I am not at all surprised by this one-liner rejection by Mr. Everett (although seems incredible) since as I have stated before we are being treated unfairly and possibly with a biased perception. To this point may I highlight that Mr. Everett has chosen to completely ignore my detailed Assessment Table (attached), did not respond to any of the points listed, nor did he clarify his final position with respect to these points.

As promised to you, we did not submit an appeal, in the hope of resolving these matters in good faith after the August holidays. However instead of receiving any constructive response, we received instead a flat and blatant one-liner rejection without any proper justification or any valid explanation, clearly indicative of an unproductive approach on the part of Planning Officer. This situation is peculiar to say the least and may I add unfortunately is indicative of a backward approach to the engineering profession and overall is not at all respectful of basic civil human rights.

To conclude, I am humbly requesting to re-examine our proposal in good faith, and specifically with respect to the points listed on the attached Review Sheet, and hence to kindly advise me accordingly in a constructive manner so that I may proceed to satisfy your requirements and to move forward.

On Mon, 26 Aug 2019 at 19:54, Graham Westwater <graham.westwater@renfrewshire.gov.uk> wrote:

George,

Please see John's reply below and revert to him directly if you wish to discuss.

Regards,

Graham

Graham Westwater
Planner

Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: John Everett <john.everett@renfrewshire.gov.uk>

Sent: 26 August 2019 14:44

To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>; Mark Higginbotham

<mark.higginbotham@renfrewshire.gov.uk>

Subject: Paisley - Stoney Brae/ Hunter St

Hi Graham

I refer to the attached. Unfortunately it doesn't answer any of my earlier points. They therefore remain.

Regards

John

From: Tsakiroglou George <tsakiroglou.george@gmail.com>

Sent: 29 July 2019 09:29

To: John Everett <john.everett@renfrewshire.gov.uk>; Graham Westwater

<graham.westwater@renfrewshire.gov.uk>; [REDACTED] Mark

Higginbotham <mark.higginbotham@renfrewshire.gov.uk>

Subject: Layout for new Access Paths

Dear John

Further to my previous emails I am additionally providing here a Layout sketch to show clearly the location of the new access road and pedestrian footpath which are positioned opposite Hunter Street to allow direct access, and additionally the stepped footpath to west for Exit to Brown Street.

I have marked these with the Letters (A,B,C,D, E,F,G,H, I) and (K,L,M,N) also marked in yellow color.

As discussed, the intention here is to provide safe slopes and clear visibility for all types of vehicles, by way of moving in parallel along the natural Contour lines and entering directly from Hunter St, thus avoiding descending down into Stoney Brae - and additionally by to minimize the impact to the old Graveyard, by following adjacent along the top north borderline of the old Graveyard.

I hope these will be of assistance to clarify the proposed access.

Thank you for your support and

Best Regards

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. Renfrewshire Council may, in accordance with the Telecommunications(Lawful Business Practice) (Interception of Communications) Regulations 2000, intercept e-mail messages for the purpose of monitoring or keeping a record of communications on the Council's system. If a message contains inappropriate dialogue it will automatically be intercepted by the Council's Internal Audit section who will decide whether or not the e-mail should be onwardly transmitted to the intended recipient(s).

Graham Westwater

From: John Everett
Sent: 26 August 2019 14:44
To: Graham Westwater; Mark Higginbotham
Subject: Paisley - Stoney Brae/ Hunter St
Attachments: new Road access lyaout.pdf

Hi Graham

I refer to the attached. Unfortunately it doesn't answer any of my earlier points. They therefore remain.

Regards

John

From: Tsakiroglou George [REDACTED]
Sent: 29 July 2019 09:29
To: John Everett <john.everett@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>; Evangelos Tsakiroglou [REDACTED] Mark Higginbotham <mark.higginbotham@renfrewshire.gov.uk>
Subject: Layout for new Access Paths

Dear John

Further to my previous emails I am additionally providing here a Layout sketch to show clearly the location of the new access road and pedestrian footpath which are positioned opposite Hunter Street to allow direct access, and additionally the stepped footpath to west for Exit to Brown Street.

I have marked these with the Letters (A,B,C,D, E,F,G,H, I) and (K,L,M,N) also marked in yellow color.

As discussed, the intention here is to provide safe slopes and clear visibility for all types of vehicles, by way of moving in parallel along the natural Contour lines and entering directly from Hunter St, thus avoiding descending down into Stoney Brae - and additionally by to minimize the impact to the old Graveyard, by following adjacent along the top north borderline of the old Graveyard.

I hope these will be of assistance to clarify the proposed access.

Thank you for your support and

Best Regards

George Tsakiroglou

FOR PLANNING APPLICATION 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

TABLE 1 – 24.07.2019 / Requirements from Roads Planning Officer

Comment by Roads Planning per email of 24th June 2019	Response from Developer	Roads response 21-9-19
1. "... Before I can proceed, I need vertical alignment information including an assessment to demonstrate that a high sided vehicle such as a bin lorry will not tip over when making the maneuver..."	<p>1. To demonstrate that high sided vehicles such as a bin lorry will not tip over when making the maneuver, we are providing here our revised Drawing A4187 No.2 Revision A, with <u>Swept Path Analysis</u>, and including <u>5 additional Sections</u>, taken at the entrance junction with Hunter St, which demonstrate the following:</p> <p>1.1. the new proposed junction allows the Bin Lorries to enter directly into the Old Graveyard from Hunter St., which means that the Bin Lorry will not need to descend down Stoney Brae and will not need to turn 90 degrees left, but instead will enter directly into the site entrance opposite Hunter St., therefore high sided Bin Lorries will not tip over when making the maneuver.</p> <p>1.2. <u>All centerlines follow in parallel with natural contour lines and thus achieve less than 8% or (1:12) gradient, shown with Longitudinal Section E-E', along centerline at junction with Hunter St. The gradients range from 5% to 6.2% max, not exceeding 8% or (1:12) in compliance with National Road guidelines.</u></p> <p>1.3. At the proposed junction with Hunter St., the cross-fall gradients along <u>Sections A-A', B-B' and C-C'</u> in likewise range from 4% to 6.2% max, and do not exceed at any point that of 8 %, in line with National Road guidelines.</p> <p>1.4. At the entrance point to the old Graveyard, the Crossfall of the internal road smoothens out to 2.5% or (1:40) with <u>Section D-D'</u> and continues internally along natural Contour lines, and complies with National Road guidelines</p> <p>1.5. We believe that these 5 Section drawings suffice as assessment to prove that the access is safe for the Bin Lorries and Fire Appliances, since</p> <p>1.6. However, if so required can provide additionally a <u>Static Calculation Report</u> to demonstrate that the center of gravity of high sided Bin Lorry will never reach tipping level, regardless of maximum load conditions.</p> <p>1.7. As a contingency we are prepared to consider the alternative option to create a collection area directly at the entrance point, with suitable maneuvering space (i.e. Muster point) and to have the residents collect all their rubbish and refuse there. In this case the Bin Lorries will exit without entering further into our property, thus avoiding any hypothetical risk.</p> <p>1.8. Additionally, we are willing to provide a Legal Undertaking letter to this effect, confirming our proposed access road is perfectly safe for all types of vehicles, including large sided vehicles, to fully cover intended liabilities.</p> <p>1.9. We consider that further engineering assessment other than the above, is not warranted at this present phase, bearing in mind, that <u>Section 21</u> details do not have to be provided until after Planning Consent is granted. Further details will be submitted as a "Roads Construction Consent Application" as is requested per Item. No3 of Pre-Conditions for Planning Permission 10/0701/pp, issued 2011</p>	<p>No sections are shown on Drawing A4187 No.2 Rev. A</p> <p>The is insufficient information on the drawing to demonstrate or prove this</p> <p>There is no level information on the drawings only contour lines which re inaccurate as they continue over retaining walls with no change in level shown whilst there is obvious change in levels on site – Until detailed levels are shown no further comment can be made</p> <p>No sections are shown- perhaps these are on another drawing</p> <p>Details of the limitations of the crossfall that service vehicles can traverse are needed. These should be demonstrated not to be being exceeded. No such information is available</p> <p>Fire trucks still need access and bins need to be within 25m of the premises</p> <p>No Need- quite happy to have it demonstrated on paper</p>
2. "... Before though considering vehicles, we need to consider pedestrians and I would also need to see a footway being proposed on the south side of the new junction ..."	<p>Separate 2m Footways are provided either side along the full length of the access entrance road, both to the North and to the South, as depicted on our revised <u>Drawing A4187 No.2 Rev. A</u>, here attached</p>	<p>Drawing A4187 No.2 Rev. A shows a discontinuous footway only on the north side terminating at plot1</p>
3. "... I additionally reiterate that confirmation of the 35m forward	<p>This Visibility Requirement was requested per email received 22nd January 2019, as a pre-requisite for at least 20m clear sightline – see stated below Table 4 item No10, as Pre-Condition for previously approved Planning Permission 10/0701/pp, (2011):</p>	<p>35m forward visibility is noted in drg Drawing A4187 No.1 Rev. A- no further comment</p>

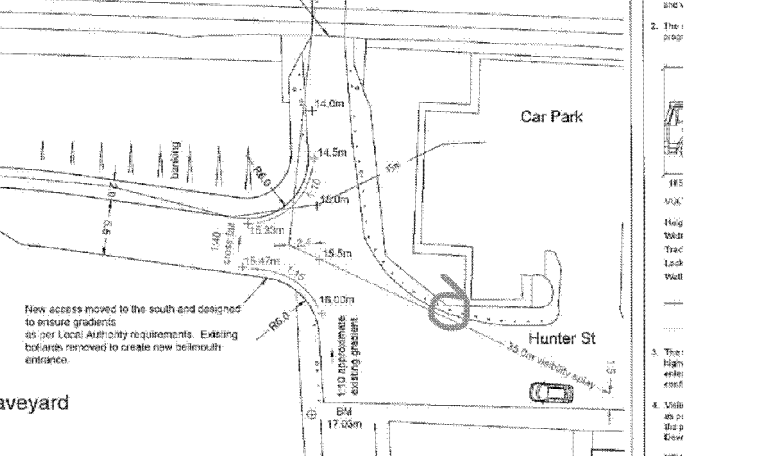
<p>sightline comes from would be nice..."</p>	<p>“... A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed...”</p> <p>3.1. Since our present development plan is an exact reproduction of this initially approved Permit 10/0701 (with improvement to the entrance road access), therefore this visibility condition was carried over as a standing requirement.</p> <p>3.2. To justify in lay-terms a 35-meter clear line of visibility is considered a safe warning distance for vehicles travelling at 28mph. Moreover, in this location, from a practical point of view, vehicles are not able to travel at a speed of 28 mph, since this is a historical area with cobble paved avenues, and not a main traffic route. Since speed limit is restricted, hence 35-meter visibility line is considered sufficient for vehicles exiting the site access.</p> <p>3.3. As demonstrated in our Drawing (A4187-No.1, attached) a clear line of vision is feasible well beyond that of 35-meters towards the east with Hunter St. which is the main access route. Likewise, a 35-meter line of vision is clear for private vehicles exiting to the north passing under the Railway bridge.</p> <p>3.4. We need to highlight that the Council’s Bin Lorries will never exit to the north to the Railway bridge since this bridge has a height restriction of 2.5 m and therefore cannot be accessed by heavy trucks or high lorries, and this should weigh accordingly, when considering visibility requirements.</p>	
<p>4. “... In respect of sightlines please note the standard that a distance of 1.5m off the herb should be measured to. This I see isn’t being achieved on your drawing because of the adjacent wall to the left nor to the right because of the retaining wall of the car park opposite...”</p>	<p>We also need to highlight that the visibility restrictions mentioned due adjacent walls have been removed per our revised Drawing <u>A4187 No.2 Rev. A</u>, and Drawing titled <u>VISIBILITY SPLAY</u>, since the main access is shifted to the south, and passing directly inside the old Graveyard, with clear visibility directly in front of Hunter St.</p> <p>Additionally, the old gate is removed and the bell-mouth is adjusted accordingly with entrance <u>5.5m wide and 6.0m radius entrance</u> and therefore all obstacles to sightlines have been removed allowing clear visibility for vehicles approaching the existing into the site, therefore the visibility and sightlines issues are now successfully resolved.</p>	
<p>5. “... And demonstration that the design can be in accordance with designing streets and the national guidelines - not that it will be which isn’t satisfactory for planning purposes in this case as it is unlikely it can be achieved...”</p>	<p>5.1. The Road Layout drawings has been shown in accordance with Designing Streets National Guidelines i.e. 5.5m wide, with 6.0m radius entrance, including gradients and cross-sections including Gradients as already detailed in paragraph No. 1 above. The Layout drawing however as per our obligation does <u>not</u> constitute full details that would be required for a <u>Section 21</u> agreement, which will be required eventually. It is hence noted <u>Section 21</u> details do not have to be provided until after Planning Consent is granted and not warranted at this present stage.</p> <p>5.2. We have effectively relocated the main access entrance per the Council’s recommendation to pass directly inside the old graveyard so as to secure safe gradients for all types of vehicles (with less than 8% gradient in longitudinal direction and 1:16 to 1:40 in the lateral direction) as depicted in our revised Drawing <u>A4187 No.2 Rev. A</u>. It is noted that final road profile, with detailed cross-sections and gradients are subject to detailed design development to receive final approval at the Planning Permit stage, which will also be duly submitted as “<u>Roads Construction Consent Application</u>” as requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011).</p> <p>5.3. The detailed information submitted so far is sufficient to demonstrate the road layout is correct and workable and feasible to be constructed to the required Authority standards and regulations, subject to further detailed design and shop drawing development that normally is commissioned <u>after</u> receiving the Council’s Planning consent.</p>	<p>Before further comment can be given long sections of the centerline of the road and wheel lines of a vehicle travelling from Hunter st to the new development are required and will need to demonstrate there is not a risk of overturning or grounding</p> <p>The council have not recommended the routing of this road within the graveyard rather have suggested it is likely the only option if access is to be taken to the proposed development plots. The acceptability of this proposal is not presently under consideration. Only if it is possible in engineering terms is being considered</p> <p>It is not unusual that nearly all the roads design is required at planning stage, especially when it is considered very difficult or complicated to do.</p> <p>There is currently insufficient roads detail for a recommendation to proceed to be given</p>

TABLE 2 – 14.02.2019 / Requirements from Roads Planning Officer

Review Comment by Roads Planning Officer with Email received 14th February 2019	Response from Developer	
1. "... the pedestrian path to Brown st – I now needs to be shown how you will overcome the 2m or so level difference between your site and Brown St..."	As was previously discussed this was agreed to be a stepped footpath exiting to Brown Street, as demonstrated with attached Sketch The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m. that stepped path will not require more than 6 to 7 steps since the height difference does not exceed that of 1.20 m	Details of the path and a ramped DDA compliant alternative route are required. It may be that a DDA compliant path can't be practically achieved. A recommendation can only be given when a detailed proposal is received
2. "... separate 2 m footway..."	Separate 2m Footways are provided either side along the full length of the access entrance road, as depicted on revised Drawing A4187 Rev. A, here attached	Not on the accompanying plans unfortunately
3. "... can I now see a long section showing the route is less than 1/12 or 8%..."	we are providing here attached a Long Section as requested for 2 nd access exit to the West side of the property exiting to Brown St. to demonstrate	Not on the accompanying information
4. "... appears ok horizontally but I still need swept paths and as above long sections of the centerlines and wheel lines..."	COMPLIED - ACKNOWLEDGED	No further comment
"... gates and stop line are now removed..."	COMPLIED - ACKNOWLEDGED	No further comment
4. "... swept paths still outstanding..."	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187- No.1, and No.2 – see here attached)	No further comment
5. "... please confirm if it is the intention to link the footways shown in sketches 1 and 3 as it seems to be missing in sketch 2	YES, that is the correct intention	
6. "... Graham will need to provide drawings 10/0701 as I don't have them as they relate to planning permission...."	COMPLIED - PROVIDED attached with our Initial Application	
7. "... You may wish to note though that whilst this earlier proposal gained planning permission it never gained roads permissions as it could not meet the councils or national development roads guidelines..."	COMPLIED: a) We fully comply with the National Road guidelines, per our revised <u>Drawing A4187 No.2 Rev. A</u> , where have shifted the main access directly in front of Hunter St. to follow in parallel with natural contour lines and thus achieve less than 8% or (1:12) gradient b) The provided Cross sections and Log Section specifically demonstrate that the Cross fall does not exceed at any point that of 1:16, while the Longitudinal gradient along the centerline does not exceed 8% or (1:12) c) We confirm that additionally will submit <u>Roads Construction Consent Application with detailed design drawings will be submitted separately</u> as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011) – not required at this stage	


TABLE 3 – 22.01.2019 / Initial Requirements per Roads Planning Officer

Review Comment by Roads Planning Officer with Email received 22nd January 2019	Response from Developer	
---	-------------------------	--

1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighboring houses will have a security issue.	As discussed, this will be a stepped footpath, demonstrated with attached Sketch, exiting to Brown Street. The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m. that stepped path will not require more than 7 steps since the height difference does not exceed that of 1.20 m	
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively, a separate footway should be provided	AGREED – ACKNOWLEDGED to be provided	
3. The junction design onto Hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3-axel bin lorry conforming to the council's specification.	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	
4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)	CONFIRMED	

TABLE 4 – Pre-Conditions on previously approved Planning Permission 10/0701/pp, issued in 2011:

Pre-Conditions requested for 10/0701/pp Received with Email received 22nd January 2019	Response from Developer	
1. The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to access the development including a swept path analysis of a 12m long refuse vehicle	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	
2. The junction shall be formed generally in accordance with the council's guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	
3. A roads construction consent application will be required to authorize the construction of the internal road, footway and lighting layout	a) The Final Road profile, with detailed cross-sections and gradients subject to detailed design development to receive final approval will be duly submitted for the Roads Construction Consent Application as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011) In addition, a Section 56 agreement will be required for all works carried out within the Public Road.	c)

4. min sightlines of 2.5x35x1.05m are required,	COMPLIED – PROVIDED SEE DRAWING TITLED VISIBILITY SPLAY ATTACHED	
5. Water shall be trapped and contained within the site so as not to drain onto the public road	AGREED – ACKNOWLEDGED to be provided	
6. Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times	COMPLIED - PROVIDED	
7. A stop sign on Hunter St is not acceptable	COMPLIED - PROVIDED	
8. 3 nos. visitors parking bays will be required for this level of development.	COMPLIED - PROVIDED	
9. Garages must be set back a minimum of 6m from the edge of the carriageway	COMPLIED - PROVIDED	
		
11. A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.	COMPLIED - PROVIDED	
12. The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.	COMPLIED - PROVIDED	
13. There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.	AGREED – ACKNOWLEDGED to be provided	
14. A Section 56 agreement will be required for all works carried out within the Public Road.	AGREED – ACKNOWLEDGED to be provided	

Graham Westwater

From: John Everett
Sent: 25 June 2019 12:57
To: Graham Westwater
Subject: RE: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)

Hi Graham

The enclosed horizontal realignment doesn't address my earlier comments, highlighted below, so I am not in a position to encourage this design any further at this stage

Before I can proceed I need vertical alignment information including an assessment to demonstrate that a high sided vehicle such as a bin lorry will not tip over when making the manoeuvre.

Before though considering vehicles we need to consider pedestrians and I would also need to see a footway being proposed on the south side of the new junction.

I additionally reiterate that confirmation of the 35m forward sightline comes from would be nice and demonstration that the design can be in accordance with designing streets and the national guidelines not that it will be which isn't satisfactory for planning purposes in this case as it is unlikely it can be achieved

Regards
John

From: Graham Westwater
Sent: 24 June 2019 11:40
To: John Everett <john.everett@renfrewshire.gov.uk>
Subject: FW: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)

Hi John,

Any chance you can have a look at this sometime soon.

Thanks

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: Renfrewshire Council Website

Please consider the environment before printing this email

From: Tsakiroglou George [REDACTED]
Sent: 23 June 2019 12:55
To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Cc: John Everett <john.everett@renfrewshire.gov.uk>; Evangelos Tsakiroglou [REDACTED]
Subject: Fwd: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)

Dear Planning Officers
Dear Mr WestWater Dear Mr Everett

As it is almost six weeks since our below submission of the revised Swept Path Analysis with the corrections as requested, however without any decision as yet, therefore can you kindly please advise if we should be expecting to receive a response soon, otherwise should we be proceeding at this stage to submit an Appeal to the Local Review Body ?

As previously explained, we believe the attached Swept Path Analysis to be a very good solution, considered workable and feasible and in accordance with regulations, and that we continue to believe that our Planning Application 18/0433/PP is of considerable merit, it is a worthwhile venture that has been carefully thought through on professional level and will definitely benefit the local community.

Yours Faithfully,

Thank you and
Best Regards
George Tsakiroglou
Structural Engineer

----- Forwarded message -----

From: **Tsakiroglou George** <[REDACTED]>
Date: Thu, 9 May 2019 at 12:08
Subject: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187
To: <john.everett@renfrewshire.gov.uk>
Cc: Evangelos Tsakiroglou <[REDACTED]> Mark Bentley <[REDACTED]>

Dear John
Good morning

We have now revised the access road and Layout drawings to satisfy the requirements as per your comments per your previous email dated 18th April - see below attached.

With this new layout arrangement the access road from Stoney Brae on the East side, has been moved further South and now passes entirely through the old Cemetery and along the perimeter wall and in this way we are ensuring almost direct access from Hunter street with a very smooth slope for the Lorry Bins to enter and with a safe gradient, and we are also ensuring very good visibility .

For the 2nd entrance required to the West side at the Enclave, we will provide an entrance gate with stepped path as we initially discussed

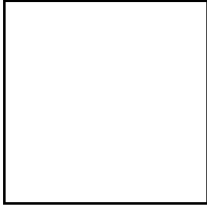
Please have a look at this new arrangement presented in the new Swept Path Analysis (2 drawings attached), and I believe and hope that you will find this improved solution to be acceptable and satisfactory.

Awaiting your kind comments and response

Best Regards
George Tsakiroglou

Mark Bentley

to me, Evangelos



Good afternoon George

I have moved the access road further south as per your sketch and designed the levels to ensure the new gradients do not exceed 10%. I have also re-done the swept path with the larger refuse vehicle and continued the route to the end of the road passing the 4 plots. I have produced a second drawing to show the full extent of the swept path analysis.

Any further comments, please let me know.

Regards

Mark Bentley BA (Hons), Dip LA, MCIHT
Director

Encon Associates Limited

T : 0115 987 55 99

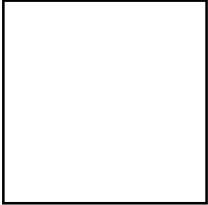
M : [REDACTED]

W : www.enconassociates.com

Error! Filename not specified. Error! Filename not specified. Error! Filename not specified. Error! Filename not specified. Error! Filename not specified.

John Everett

to Mark, Graham, Kenny, Scott, Mark, DC, me, Evangelos



Hi George/ Mark

Thank you for the further information

Unfortunately the council uses Volvo fxe bin lorries which are larger than that shown on you attached drawing. To assist I enclose details of a vulture 2225 which tracking is available for and is similar to the volvo. If George you have seen smaller vehicles that is because use these for rural routes and they are garaged in Paisley but we only use the Volvo fxe in towns



Whilst Planning may have been granted for the site before, Planning permission has not yet been granted for this proposal and for Roads to support planning permission being granted I need to be sure, as previously stated, in principal that the Bin and fire lorries can take safe access. In this respect

due to the 1/6 (you need to confirm) or thereby long slope on the road which will become a side/ cross slope as the high sided vehicle turns. I therefore need you to demonstrate this will not be the case.

To assist I have copied in my colleagues in waste collection and transport to see if they know if a volvo bin lorry can turn on and drive off a 1/6 slope without tipping and possibly let you know the

vehicles limits. Normally what would happen is where the side road joins, the main road would be flattened and the part of the main road before the side road steepened but this wont be possible due to the existing steep slope of the main road (Stoney Brae)

Trusting this is of assistance

Regards

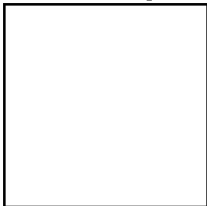
John

Dear Mr Everret

john.everett@renfrewshire.gov.uk

Mark Bentley [REDACTED] >

to me, Evangelos



Good morning George

I have completed the detailed drawing in response to the comments you have received from John Everet at the Council.

I do not have is email address, therefore could you pass on the drawing to him and request his response please?

We appreciate Stoney Brae is a tight highway, however as you can see from the drawing, we have shown the swept path tracking for a bin lorry entering and exiting the proposed site access which demonstrates the vehicle can manoeuvre into and out of the site. The height restricted

bridge (2.5m) prevents the lorry for turning left out of the site and therefore turns right, back along Hunter Street.

In addition, we have shown the 35m visibility splays measured from a point 2.4m back from the edge of the carriageway, to a point 35m north and south, which demonstrates there is sufficient visibility for vehicles exiting the site to see approaching vehicles in both directions.

Finally, we in light of the existing steep gradient of Stoney Brae, careful consideration is required for the design of the proposed new bellmouth into the site. Once planning consent is granted, detailed design of the access will be required which will need an existing topographical survey done on Stoney Brae in order to provide sufficient detail for the Section 21 roads construction consent (RCC) which you will need prior to starting any works on site.

I have indicated existing and proposed levels and gradients on the drawing which I hope will be sufficient at this stage for the Council to approve the scheme.

Once you get a response from Mr Everet, please let me know his comments and I will address any alterations he may require at that stage.

In the meantime, if you have any comments, please let me know.

Regards

Mark Bentley BA (Hons), Dip LA, MCIHT
Director

Encon Associates Limited

T : 0115 987 55 99

M : 

W : www.enconassociates.com

Graham Westwater

From: John Everett
Sent: 18 April 2019 16:43
To: Tsakiroglou George
Cc: Mark Bentley; Evangelos Tsakiroglou; Graham Westwater; Kenny MacLeod; Scott Blyth; Mark Higginbotham; DC
Subject: RE: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)
Attachments: Refuse Collection Vehicle Sizes.doc; 20190214_100436.jpg; 20190214_100337.jpg; 20190214_100351.jpg; 20190214_100408.jpg; A4187-01 Highways Layout and Swept Path Analysis Plan.pdf

Hi George/ Mark

Thank you for the further information

Unfortunately the council uses Volvo fxe bin lorries which are larger than that shown on you attached drawing. To assist I enclose details of a vulture 2225 which tracking is available for and is similar to the volvo. If George you have seen smaller vehicles that is because use these for rural routes and they are garaged in Paisley but we only use the Volvo fxe in towns

In respect to the forward sightline could you identify where the 35m comes from and can I refer you to page 73 of the SCOTS national Roads Development Guide and to p35 of Designing Streets which are the Councils preferred standards. These standards should be used in this instance. In respect of sightlines please note the standard that a distance of 1.5m off the kerb should be measured to. This I see isn't being achieved on your drawing because of the adjacent wall to the left nor to the right because of the retaining wall of the car park opposite. When on site the imposition of these walls clearly reduces the sightlines below that necessary and making it difficult to see vehicles approaching the existing gate into the site. For assistance I attach pictures

Whilst Planning may have been granted for the site before, Planning permission has not yet been granted for this proposal and for Roads to support planning permission being granted I need to be sure, as previously stated, in principal that the Bin and fire lorries can take safe access. In this respect I still have concerns that a lorry descending down Stoney Brae and turning 90 degrees left into the site will simply tip over due to the 1/6 (you need to confirm) or thereby long slope on the road which will become a side/ cross slope as the high sided vehicle turns. I therefore need you to demonstrate this will not be the case.

To assist I have copied in my colleagues in waste collection and transport to see if they know if a volvo bin lorry can turn on and drive off a 1/6 slope without tipping and possibly let you know the vehicles limits. Normally what would happen is where the side road joins, the main road would be flattened and the part of the main road before the side road steepened but this wont be possible due to the existing steep slope of the main road (Stoney Brae)

Trusting this is of assistance
Regards
John

From: Tsakiroglou George [REDACTED]
Sent: 09 April 2019 09:58
To: John Everett <john.everett@renfrewshire.gov.uk>
Cc: Mark Bentley <[REDACTED]>; Evangelos Tsakiroglou <[REDACTED]>

Subject: Fwd: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)

Dear John,

Good evening, hoping you are very well,

I understand you were on leave, so this is just a kind reminder that we managed to complete the Swept Analysis Path as requested.

This analysis was prepared by Encon Associates, please see below emails with clarifications from Mr. Mark Bentley and attached PDF file.

I hope this analysis will be considered as acceptable, kindly have a look and would appreciate your comments.

Thanking you and

Best Regards

George Tsakiroglou

----- Forwarded message -----

From: Tsakiroglou George <[REDACTED]>

Date: Thu, 4 Apr 2019 at 16:44

Subject: Fwd: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae (our ref A4187)

To: <john.everett@renfrewshire.gov.uk>, <graham.westwater@renfrewshire.gov.uk>

Cc: Mark Bentley <[REDACTED]>, Evangelos Tsakiroglou <[REDACTED]>

Dear Mr Everret

Good evening and hoping you are very well,

Regarding our pending application, kindly note that we have completed now the Swept Path Analysis as you have requested, please see attached Layout, and also below explanations provided by dear Mark Bentley who is the Director of ENCON ASSOCIATES, and who prepared this analysis - please find attached.

I would like to clarify that we decided eventually that it would be best not to enter through the old cemetery to avoid unnecessary problems with the local community, and considering that the entrance from the down side as initially planned, is apparently feasible and workable, as demonstrated by the Swept Path Analysis.

I believe this Swept Path Analysis adequately addresses the concerns raised regarding visibility issues, and also for access by the heavy service vehicles, and would we kindly are requesting for your further review. I will try to call you tomorrow to discuss whatever remaining issues.

Thank you and

Best Regards

George Tsakiroglou

From: Mark Bentley <[REDACTED]>

Sent: Wednesday, April 3, 2019 1:55 PM

To: Tsakiroglou George

Cc: Evangelos Tsakiroglou

Subject: Paisley - Erection of 4 detached houses & formation of access road - Swept Path Analysis & visibility issues (our ref A4187)

Good morning George

I have completed the detailed drawing in response to the comments you have received from John Everett at the Council.

I do not have his email address, therefore could you pass on the drawing to him and request his response please?

We appreciate Stoney Brae is a tight highway, however as you can see from the drawing, we have shown the swept path tracking for a bin lorry entering and exiting the proposed site access which demonstrates the vehicle can manoeuvre into and out of the site. The height restricted bridge (2.5m) prevents the lorry from turning left out of the site and therefore turns right, back along Hunter Street.

In addition, we have shown the 35m visibility splays measured from a point 2.4m back from the edge of the carriageway, to a point 35m north and south, which demonstrates there is sufficient visibility for vehicles exiting the site to see approaching vehicles in both directions.

Finally, we in light of the existing steep gradient of Stoney Brae, careful consideration is required for the design of the proposed new bellmouth into the site. Once planning consent is granted, detailed design of the access will be required which will need an existing topographical survey done on Stoney Brae in order to provide sufficient detail for the Section 21 roads construction consent (RCC) which you will need prior to starting any works on site.

I have indicated existing and proposed levels and gradients on the drawing which I hope will be sufficient at this stage for the Council to approve the scheme.

Once you get a response from Mr Everett, please let me know his comments and I will address any alterations he may require at that stage.

In the meantime, if you have any comments, please let me know.

Regards

Mark Bentley BA (Hons), Dip LA, MCIHT
Director
Encon Associates Limited

T : 0115 987 55 99

.com

john.everett@renfrewshire.gov.uk

Dear Mr Everett

With respect to our pending application for (18/0433/PP)

Thank you

On Thu, 14 Feb 2019 at 21:35, John Everett <john.everett@renfrewshire.gov.uk> wrote:

Hi George

Thank you for your replies and enclosures. I confirm our brief chat on the phone and note the main points below.

As discussed I would strongly recommend a site visit so you may better understand the difficulties the site has topographically, the land rising and falling very steeply making it extremely difficult if not impossible to meet those before you have found when trying to meet modern requirements for road building. This is probably the reason why the site has been sold on a number of times.

Seeing as you are abroad I attach some pictures to let you appreciate the issues. To allow you to understand how steep the site is it is worth noting that the bedding in the walls and joint across the gate are near horizontal. Using this rule of thumb you will be able to see that Stoney Brae has a long fall of about 1/6 and to turn off it at 90 degrees onto a side road a high sided vehicle like a bin lorry or fire engine will be liable to tip over. To demonstrate that your proposal will work I will need long sections of the wheel lines as well as the swept paths

Notwithstanding these points my comments on your reply are;-

1. the pedestrian path to Brown st – I now need to be shown how you will overcome the 2m or so level difference between your site and Brown St
2. separate 2 m footway – can I now see a long section showing the route is less than 1/12 or 8%
3. appears ok horizontally but I still need swept paths and as above long sections of the centrelines and wheel lines

gates and stop line are now removed

4. swept paths still outstanding
5. please confirm if it is the intention to link the footways shown in sketches 1 and 3 as it seems to be missing in sketch 2

Graham will need to provide drawings 10/0701 as I don't have them as they relate to planning permission. You may wish to note though that whilst this earlier proposal gained planning permission it never gained roads permissions as it could not meet the councils or national development roads guidelines

Regards

John

From: Tsakiroglou George <[REDACTED]>
Sent: 07 February 2019 11:32
To: John Everett <john.everett@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>; Evangelos Tsakiroglou <[REDACTED]>
Subject: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Dear Mr. Everett

Hello and good evening,

I would like to introduce myself, my father is the applicant for 18/0433/PP for the Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae. I am a senior structural engineer working in Dubai with Jacobs and I am the person who personally prepared all the Drawings which I have submitted with our application 18/0433/PP.

In response to your below message, sent to us by dear Mr. Graham on 22nd January 2019, we would like to say that agree in principle with all the requirements and wish to find the best possible solutions and to agree with you whatever changes necessary to comply and to move on.

For the puporse fo discussion I have prepared the attached Sketches with our proposals - where I have noted by hand, the various items that I I would like to kindly discuss with you before finalizing the drawings. To help the discussion, I have tried to organize the five (5) requirements and comments of your below email, into a table format, where I have also noted my proposed responses.

I hope to be able to call you either Friday or Monday to discuss and clarify all these points, so that we may then move forward with the commission to prepare the final drawings.

Thanking you sincerely

Best Regards

George Tsakiroglou

Senior Structural Engineer

[REDACTED]

From: John Everett

Sent: 22 January 2019 15:57

To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>

Subject: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Hi Graham

However as far as I can see there were two previous applications for the site. The first 05/0998/PP which had the same road layout as this application. In 2005 we said it won't work and we asked for more information it never came so we never formally responded

The second application 10/0701/pp we offered a no objections subject to conditions, as below, but the access was different being straight across from Hunter St. This application is not the same and so won't work, the same as the 2005 wouldn't. If they want to try I need the information in points 1-4 below before I can consider it further. You may wish to alert the applicant that policy regarding connectivity has changed in the interim

Conditions requested on 10/0701/pp

The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to access the development including a swept path analysis of a 12m long refuse vehicle

The junction shall be formed generally in accordance with the councils guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access

A roads construction consent application will be required to authorise the construction of the internal road, footway and lighting layout

min sightlines of 2.5x35x1.05m are required,

Water shall be trapped and contained within the site so as not to drain onto the public road

Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times

A stop sign on Hunter St is not acceptable

3 nos. visitors parking bays will be required for this level of development.

Garages must be set back a minimum of 6m from the edge of the carriageway

A minimum forward visibility sightline of 20m will be required.(reduced from 35m on account of the area being traffic calmed)

A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.

The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.

There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.

A Section 56 agreement will be required for all works carried out within the Public Road.

1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighbouring houses will have a security issue.
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively a separate footway should be provided
3. The junction design onto hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3 axel bin lorry conforming to the councils specification.
4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required

5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)

Thanks

John

From: Graham Westwater

Sent: 06 December 2018 12:11

To: John Everett <john.everett@renfrewshire.gov.uk>

Subject: RE: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

There was a previous application (05/0998/PP), with a no objections response and only condition recommended was;

'That prior to the dwellinghouse hereby approved being occupied, the access and driveway shall be constructed and available for use as shown on the approved plans, all to the standards of the Roads Authority and the satisfaction of the Planning Authority.

Reason: In the interests of road safety'.

Graham Westwater
Planner

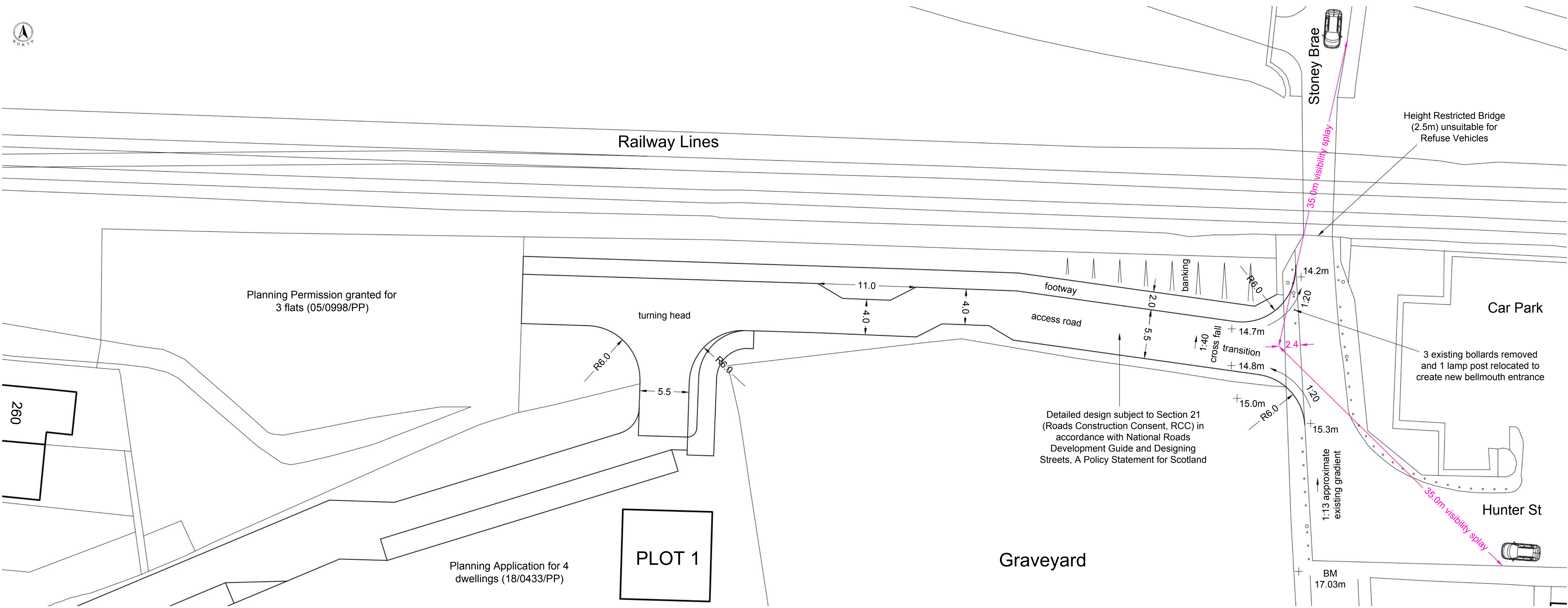
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)
Please consider the environment before printing this email

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

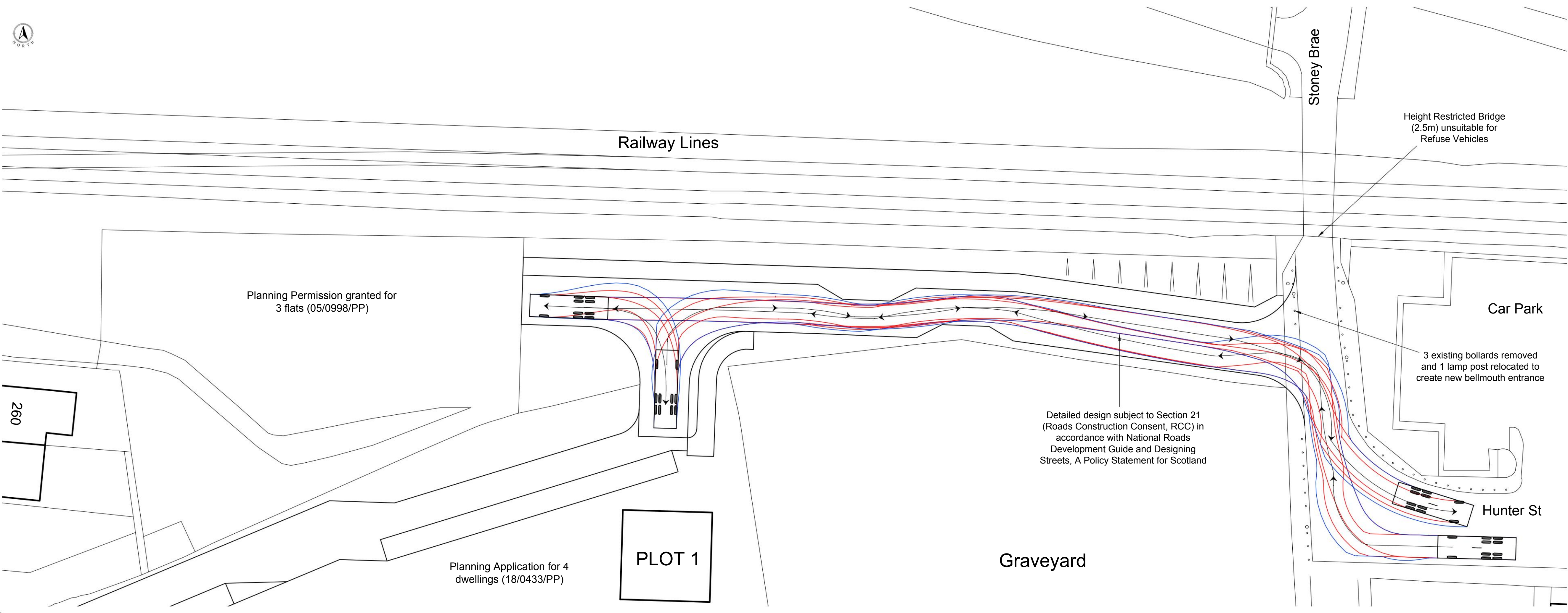
Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. Renfrewshire Council may, in accordance with the Telecommunications(Lawful Business Practice) (Interception of Communications) Regulations 2000, intercept e-mail messages for the purpose of monitoring or keeping a record of communications on the Council's system. If a message contains inappropriate dialogue it will automatically be intercepted by the Council's Internal Audit section who will decide whether or not the e-mail should be onwardly transmitted to the intended recipient(s).

Proposed Access Arrangements & Visibility Splays



Swept Path Analysis



© Encon Associates - DISCLAIMER:

■ This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of Encon Associates ■ This drawing must be read in conjunction with all other related drawings and documentation ■ It is the contractors responsibility to ensure full compliance with the relevant Regulations ■ Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are PRELIMINARY and NOT for Construction ■ Should the contractor start site work prior to approval being given, it is entirely at his own risk ■ Do not scale from this drawing, use figured dimensions only ■ It is the contractors responsibility to check and verify all dimensions on site ■ Any discrepancies to be reported to Encon Associates immediately ■ All survey information is provided by the surveying company and Encon Associates cannot accept any liability for any discrepancies there in ■ All survey information to be verified on site by Contractor ■ For our Standard Terms and Conditions, please visit www.enconassociates.co.uk/terms ■ Alternatively, a hard copy can be posted to you

Notes:

This Swept Path Analysis has been produced in accordance with the following:

- This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site.
- The analysis has been carried out using the software program AutoTURN 9.1 with the following vehicle:

REFUSE 3AXLE	mm
Height	: 3750
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.3

— Tracking lines of vehicle wheels
— Tracking lines of vehicle body
- The swept path analysis demonstrates that the highway layout is suitable for the above vehicle to enter and exit the site in a forward gear without conflicting with any structures or kerbs.
- Visibility splays have been measured at 2.4m x 35m as per Council requirements, from the centreline of the proposed access, as per Design Manual for Roads and Bridges guidance.

35.0m visibility splay →

Rev	Date	Description	Drawn	Checked
-----	------	-------------	-------	---------

Client
Evangelos Tsakiroglou

Project
Erection of Four 2 Storey Dwellings
West of Stoney Brae
Paisley, Renfrewshire

Title
Highways Layout, Visibility Splays &
Swept Path Analysis

Drawing Status
FOR PLANNING APPROVAL

Drawn	MJB	Checked	GM
-------	-----	---------	----

Date	25.03.19	Scale (A1)	1:250
------	----------	------------	-------

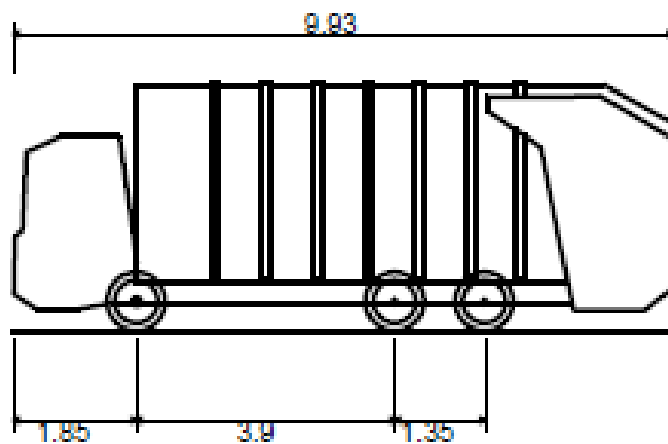
10 Chapel Lane
Arnold
Nottingham
NG5 7DR
■ T: 0115 987 55 99 ■ E: enquiries@enconassociates.co.uk ■ W: www.enconassociates.co.uk

Environmental Consultants to the Construction Industry

■ BREEM ■ Code for Sustainable Homes Assessors ■ Landscape Architecture ■ Highway Engineers
■ Life Cycle Costing ■ Energy Assessment ■ SAP ■ EPC ■ BREEAM ■ Daylight Calculations

Job Number	Drawing Number	Rev
------------	----------------	-----

A4187	01	
-------	----	--



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	9.100m

Believed similar to Volvo FLE 3 axle with rear steer which is the main vehicle Renfrewshire use



Low bridge
→
2.5 m
8'3"

STONEY BRIDGE







2.5m
8'3"

Graham Westwater

From: John Everett
Sent: 14 February 2019 17:35
To: Tsakiroglou George; Graham Westwater; Evangelos Tsakiroglou
Subject: RE: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae
Attachments: 20190214_100351.jpg; 20190214_100408.jpg; 20190214_100436.jpg; 20190214_100549.jpg; 20190214_100639.jpg

Hi George

Thank you for your replies and enclosures. I confirm our brief chat on the phone and note the main points below.

As discussed I would strongly recommend a site visit so you may better understand the difficulties the site has topographically, the land rising and falling very steeply making it extremely difficult if not impossible to meet those before you have found when trying to meet modern requirements for road building. This is probably the reason why the site has been sold on a number of times.

Seeing as you are abroad I attach some pictures to let you appreciate the issues. To allow you to understand how steep the site is it is worth noting that the bedding in the walls and joint across the gate are near horizontal. Using this rule of thumb you will be able to see that Stoney Brae has a long fall of about 1/6 and to turn off it at 90 degrees onto a side road a high sided vehicle like a bin lorry or fire engine will be liable to tip over. To demonstrate that your proposal will work I will need long sections of the wheel lines as well as the swept paths

Notwithstanding these points my comments on your reply are;-

1. the pedestrian path to Brown st – I now need to be shown how you will overcome the 2m or so level difference between your site and Brown St
2. separate 2 m footway – can I now see a long section showing the route is less than 1/12 or 8%
3. appears ok horizontally but I still need swept paths and as above long sections of the centrelines and wheel lines
gates and stop line are now removed
4. swept paths still outstanding
5. please confirm if it is the intention to link the footways shown in sketches 1 and 3 as it seems to be missing in sketch 2

Graham will need to provide drawings 10/0701 as I don't have them as they relate to planning permission. You may wish to note though that whilst this earlier proposal gained planning permission it never gained roads permissions as it could not meet the councils or national development roads guidelines

Regards

John

From: Tsakiroglou George [REDACTED]
Sent: 07 February 2019 11:32
To: John Everett <john.everett@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>; Evangelos Tsakiroglou [REDACTED]
[REDACTED] associated parking - Land to East of Brown Street/Stoney Brae

Dear Mr. Everett

Hello and good evening,

I would like to introduce myself, my father is the applicant for 18/0433/PP for the Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae. I am a senior structural engineer working in Dubai with Jacobs and I am the person who personally prepared all the Drawings which I have submitted with our application 18/0433/PP.

In response to your below message, sent to us by dear Mr. Graham on 22nd January 2019, we would like to say that agree in principle with all the requirements and wish to find the best possible solutions and to agree with you whatever changes necessary to comply and to move on.

For the puporse fo discussion I have prepared the attached Sketches with our proposals - where I have noted by hand, the various items that I I would like to kindly discuss with you before finalizing the drawings. To help the discussion, I have tried to organize the five (5) requirements and comments of your below email, into a table format, where I have also noted my proposed responses.

I hope to be able to call you either Friday or Monday to discuss and clarify all these points, so that we may then move forward with the commission to prepare the final drawings.

Thanking you sincerely

Best Regards
George Tsakiroglou
Senior Structural Engineer


From: John Everett

Sent: 22 January 2019 15:57

To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>

Subject: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Hi Graham

However as far as I can see there were two previous applications for the site. The first 05/0998/PP which had the same road layout as this application. In 2005 we said it won't work and we asked for more information it never came so we never formally responded

The second application 10/0701/pp we offered a no objections subject to conditions, as below, but the access was different being straight across from Hunter St. This application is not the same and so won't work, the same as the 2005 wouldn't. If they want to try I need the information in points 1-4 below before I can consider it further. You may wish to alert the applicant that policy regarding connectivity has changed in the interim

Conditions requested on 10/0701/pp

The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to access the development including a swept path analysis of a 12m long refuse vehicle

The junction shall be formed generally in accordance with the councils guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access

A roads construction consent application will be required to authorise the construction of the internal road, footway and lighting layout

min sightlines of 2.5x35x1.05m are required,

Water shall be trapped and contained within the site so as not to drain onto the public road

Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times

A stop sign on Hunter St is not acceptable

3 nos. visitors parking bays will be required for this level of development.

Garages must be set back a minimum of 6m from the edge of the carriageway

A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed)

A driveway visibility splay of 2m (x) by 20m (y) by 1.05m in height is required for plot 4.

The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.

There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.

A Section 56 agreement will be required for all works carried out within the Public Road.

1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighbouring houses will have a security issue.
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively a separate footway should be provided
3. The junction design onto hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3 axel bin lorry conforming to the councils specification.
4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)

Thanks

John

From: Graham Westwater

Sent: 06 December 2018 12:11

To: John Everett <john.everett@renfrewshire.gov.uk>

Subject: RE: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

There was a previous application (05/0998/PP), with a no objections response and only condition recommended was;

'That prior to the dwellinghouse hereby approved being occupied, the access and driveway shall be constructed and available for use as shown on the approved plans, all to the standards of the Roads Authority and the satisfaction of the Planning Authority.

Reason: In the interests of road safety'.

Graham Westwater

Planner

Development and Housing Services

Renfrewshire House, Cotton Street, Paisley, PA1 1JD

Phone: 0141 618 7887 Fax: 0141 618 7935

Email: dc@renfrewshire.gov.uk

Web: [Renfrewshire Council Website](http://www.renfrewshire.gov.uk)

Please consider the environment before printing this email

Renfrewshire Council Website - <http://www.renfrewshire.gov.uk>

Graham Westwater

From: John Everett
Sent: 12 February 2019 15:46
To: Graham Westwater
Subject: FW: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae
Attachments: ROADS & JUNCTION COMMENTS & DETAILS .pdf; Layout as per 10-0701-PP.pdf; Sketch No1 Access to Brown St.pdf; Sketch No2 Parking spaces & Water entrapement.pdf; ROADS & JUNCTION COMMENTS & DETAILS .doc; Sketch No3 Junction to Hunter St.pdf

Hi Graham

The reply doesn't take into consideration the vertical geometry issues that need overcome or include a swept path – both of which I need

The guy has phoned a couple of time and caught up with me today. I outlined the levels issue and that Hunter St is about 3m higher than the threshold at his gate, which also falls a metre or so over its width

I said I will reply in a couple of days. To assist can you give me copies of the approved layouts especially the 2010 one which if I recall right showed a cross roads from Hunter St. How they managed to overcome the graveyard issue I don't know but perhaps the approved drgs have the key

Thanks

John

From: Tsakiroglou George [REDACTED]
Sent: 07 February 2019 11:32
To: John Everett <john.everett@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>; Evangelos Tsakiroglou <[REDACTED]>
Subject: Fw: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Dear Mr. Everett

Hello and good evening,

I would like to introduce myself, my father is the applicant for 18/0433/PP for the Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae. I am a senior structural engineer working in Dubai with Jacobs and I am the person who personally prepared all the Drawings which I have submitted with our application 18/0433/PP.

In response to your below message, sent to us by dear Mr. Graham on 22nd January 2019, we would like to say that agree in principle with all the requirements and wish to find the best possible solutions and to agree with you whatever changes necessary to comply and to move on.

For the puporse fo discussion I have prepared the attached Sketches with our proposals - where I have noted by hand, the various items that I I would like to kindly discuss with you before finalizing the drawings. To help the discussion, I have tried to organize the five (5) requirements and comments of your below email, into a table format, where I have also noted my proposed responses.

I hope to be able to call you either Friday or Monday to discuss and clarify all these points, so that we may then move forward with the commission to prepare the final drawings.

Thanking you sincerely

Best Regards

From: John Everett

Sent: 22 January 2019 15:57

To: Graham Westwater <graham.westwater@renfrewshire.gov.uk>

Subject: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

Hi Graham

However as far as I can see there were two previous applications for the site. The first 05/0998/PP which had the same road layout as this application. In 2005 we said it won't work and we asked for more information it never came so we never formally responded

The second application 10/0701/pp we offered a no objections subject to conditions, as below, but the access was different being straight across from Hunter St. This application is not the same and so won't work, the same as the 2005 wouldn't. If they want to try I need the information in points 1-4 below before I can consider it further. You may wish to alert the applicant that policy regarding connectivity has changed in the interim

Conditions requested on 10/0701/pp

The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to access the development including a swept path analysis of a 12m long refuse vehicle

The junction shall be formed generally in accordance with the councils guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access

A roads construction consent application will be required to authorise the construction of the internal road, footway and lighting layout

min sightlines of 2.5x35x1.05m are required,

Water shall be trapped and contained within the site so as not to drain onto the public road

Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times

A stop sign on Hunter St is not acceptable

3 nos. visitors parking bays will be required for this level of development.

Garages must be set back a minimum of 6m from the edge of the carriageway

A minimum forward visibility sightline of 20m will be required.(reduced from 35m on account of the area being traffic calmed)

A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.

The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.

There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.

A Section 56 agreement will be required for all works carried out within the Public Road.

1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighbouring houses will have a security issue.
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively a separate footway should be provided
3. The junction design onto hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3 axel bin lorry conforming to the councils specification.
4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)

Thanks
John

From: Graham Westwater
Sent: 06 December 2018 12:11
To: John Everett <john.everett@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

There was a previous application (05/0998/PP), with a no objections response and only condition recommended was;

'That prior to the dwellinghouse hereby approved being occupied, the access and driveway shall be constructed and available for use as shown on the approved plans, all to the standards of the Roads Authority and the satisfaction of the Planning Authority.

Reason: In the interests of road safety'.

Graham Westwater
Planner
Development and Housing Services
Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](http://www.renfrewshire.gov.uk)
Please consider the environment before printing this email

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

MEMORANDUM

Communities, Housing and Planning Services
Director: Mary Crearie



Tel: 0141 618 7595 Fax:
My Ref: MM
Your Ref: 18/0433/PP
Ask For Marion Maxwell
Date: 15 November 2018

To: Head of Planning & Housing

From: Head of Communities & Public Protection

Application Number: 18/0433/PP

Location: Land to East of Brown Street/Stoney Brae, Paisley

Communities and Public Protection have reviewed the noise impact assessment from Charlie Fleming Associates dated 25 September 2018 in respect of the residential development proposed at land to east of Brown Street/Stoney Brae, Paisley which is located near to the railway line.

Should this application be granted Environmental Improvements recommend the following is attached as a condition: -

1. The glazing specifications for the residential properties must provide a level of insulation which is no less than what has been stated within the Noise Impact Assessment.

Marion Maxwell
Environmental Health Officer

MEMORANDUM

Communities, Housing and Planning Services

Director: Mary Crearie

Tel: 0141 618 7620 Fax: 0141 618 7500
My Ref: CH/LC
Your Ref: 18/0433/PP
Ask For: Colin Hunter
Date: 16 July 2018



To: Head of Planning and Housing

From: Head of Communities & Public Protection

Application Number: 18/0433/PP

LOCATION: Land to East of Brown Street, Stoney Brae,
Paisley

1. The proposed development will result in the introduction of a noise sensitive development to an area affected by noise from a nearby railway. It is recommended that the application is not determined until the applicant submits to, and has approved by the Planning Authority a noise assessment to determine the impact of road/rail/other noise source on the development. The noise assessment shall be undertaken using appropriate methodology and taking cognisance of the quantitative and qualitative means of assessment, as described within the Scottish Government's Technical Advice Note: Assessment of Noise. Appropriate mitigation shall be included as part of the noise assessment to ensure that internal noise levels, with windows closed, do not exceed 40dB daytime and 30dB night-time, measured as $L_{Aeq,T}$. Notwithstanding this, where the L_{Amax} level is predicted to exceed 60dB (external) during the night period at the facade of any property, the development proposals shall include appropriate mitigation. The applicant shall demonstrate that noise levels within any garden will not exceed 55dB(A), measured as $L_{Aeq,T}$. The quoted levels shall be achieved as described, unless otherwise agreed in writing with the Planning Authority.

The applicant should be encouraged to contact Communities, Housing and Planning Services to discuss the proposed development, along with the scope of the assessment at an early stage in the process to ensure that the noise assessment will be satisfactory at the time of its submission.

2. "The site of the proposed development may be affected by contamination due to the site being immediately adjacent to land which has previously been used as/occupied by threadworks, a coalyard and motor works. It should be noted that these are not necessarily the only uses previously made of the site.

Consequently, we recommend that the following conditions are attached to any planning consent:

Condition A: No development shall commence on site until written approval of:

a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein

b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained with the site investigation report

prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

Condition B: Prior to occupation of any unit:

a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; or

b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use shall be submitted to the Planning Authority and approved in writing.

Reason: To demonstrate that works required to make the site suitable for use have been completed.

Colin Hunter
Environmental Improvements Manager

Jack Arthur

From: DC
Sent: 30 November 2018 13:38
To: Jack Arthur
Subject: FW: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

ACON-DES-GW

From: Stewart Marshall
Sent: 30 November 2018 09:51
To: DC <dc@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

If that assists....yes (Prior DIA somewhat relevant for current application if current application of a similar type / layout / area and scope to the prior application.)

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 29 November 2018 14:59
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Thanks Stewart.

Any way this could be conditioned, (obviously they aren't happy at only finding out about this now, which is my fault), also the fact a DIA had previously been commissioned and approved for the site...?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)

Please consider the environment before printing this email

From: Stewart Marshall
Sent: 29 November 2018 13:24
To: DC <dc@renfrewshire.gov.uk>; Graham Westwater <graham.westwater@renfrewshire.gov.uk>
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

Yes, just a DIA is needed.

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 29 November 2018 13:17
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Hi Stewart,

For some strange reason I forgot to consult you on this application when it came in. There is a bit of history to the site, previous applications from 2010, where a DIA was requested and submitted (10/0701/PP). Can I request a consultation response on it please, assuming you will want a DIA like last time?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)

Please consider the environment before printing this email

Graham Westwater

From: Stewart Marshall
Sent: 29 November 2018 13:24
To: DC; Graham Westwater
Subject: RE: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Graham,

Yes, just a DIA is needed.

Regards,

Stewart,

Stewart Marshall
Supervisory Engineer
(Flood Risk Management.)
Environment & Communities.
Tel: 0141 618 7879.

From: Graham Westwater
Sent: 29 November 2018 13:17
To: Stewart Marshall <stewart.marshall@renfrewshire.gov.uk>
Subject: 18/0433/PP - Erection of 4 dwellings, Land to East of Brown Street, Stoney Brae, Paisley

Hi Stewart,

For some strange reason I forgot to consult you on this application when it came in. There is a bit of history to the site, previous applications from 2010, where a DIA was requested and submitted (10/0701/PP). Can I request a consultation response on it please, assuming you will want a DIA like last time?

Thanks,

Graham

Graham Westwater
Planner
Development and Housing Services
[Renfrewshire House, Cotton Street, Paisley, PA1 1JD](#)
Phone: 0141 618 7887 Fax: 0141 618 7935
Email: dc@renfrewshire.gov.uk
Web: [Renfrewshire Council Website](#)

Please consider the environment before printing this email



Renfrewshire Council
Planning and Transport
Renfrewshire House
Cotton Street
Paisley
PA1 1LL

Network Rail
Town Planning
1st Floor George House
36 North Hanover Street
Glasgow
G1 2AD

Martin Henderson
Town Planning Technician

Planning reference: 18/0433/PP
Case Officer: Graham Westwater

E-Mail:
TownPlanningScotland@networkrail.co.uk

Network Rail ref: 258 2018
25/07/2018

Dear Mr Westwater,

Town and Country Planning (Scotland) Act 1997 (as amended)
Re: Erection of four detached dwelling houses, formation of access road and associated parking at Land to East of Brown Street, Stoney Brae, Paisley

Thank you for consulting Network Rail regarding the above development.

Whilst Network Rail has no issues with the principle of the proposed development, we would have to object to the proposal unless the following conditions were attached to the planning permission, if the Council is minded to grant the application:

1. The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

Reasons: *In the interests of public safety and the protection of Network Rail infrastructure.*

2. No development shall take place on site until such time as a surface and foul water drainage scheme has been submitted to and approved in writing by the Planning Authority. Any Sustainable Urban Drainage Scheme must not be sited within 10 metres of the railway boundary and should be designed with long term maintenance plans which meet the needs of the development. The development shall be carried out only in full accordance with such approved details.

Reason: *To protect the stability of the adjacent railway and the safety of the rail network.*

3. No development shall take place on site until such time as a scheme of landscaping has been submitted to and approved in writing by the Planning Authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development. Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Network Rail can provide details of planting recommendations for adjacent developments. All landscaping, including planting, seeding and hard landscaping shall be carried out only in full accordance with such approved details.

Reason: *To control the impact of leaf fall on the operational railway.*

4. No development shall take place on site until such time as a noise impact assessment has been submitted to and approved in writing by the Planning Authority. The noise impact assessment shall include an assessment of the potential for occupants of the development to experience noise nuisance arising from the railway line. Where a potential for noise disturbance is identified, proposals for the attenuation of that noise shall be submitted to and approved in writing by the Planning Authority. Any such approved noise attenuation scheme shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme.

Reason: *To ensure that occupants/users of the development do not experience undue disturbance arising from nearby noise sources.*

Network Rail would also recommend that the following matters are taken into account and are included as advisory notes, if granting the application:

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.


- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
Tel: 0141 555 4352
E-mail: AssetProtectionScotland@networkrail.co.uk

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Yours sincerely



Martin Henderson
Town Planning Technician







20

SA64 NFZ

BE68 YU







Low bridge
→
2.5m
8'10"

STONEY BRIDGE





HUNTER STREET

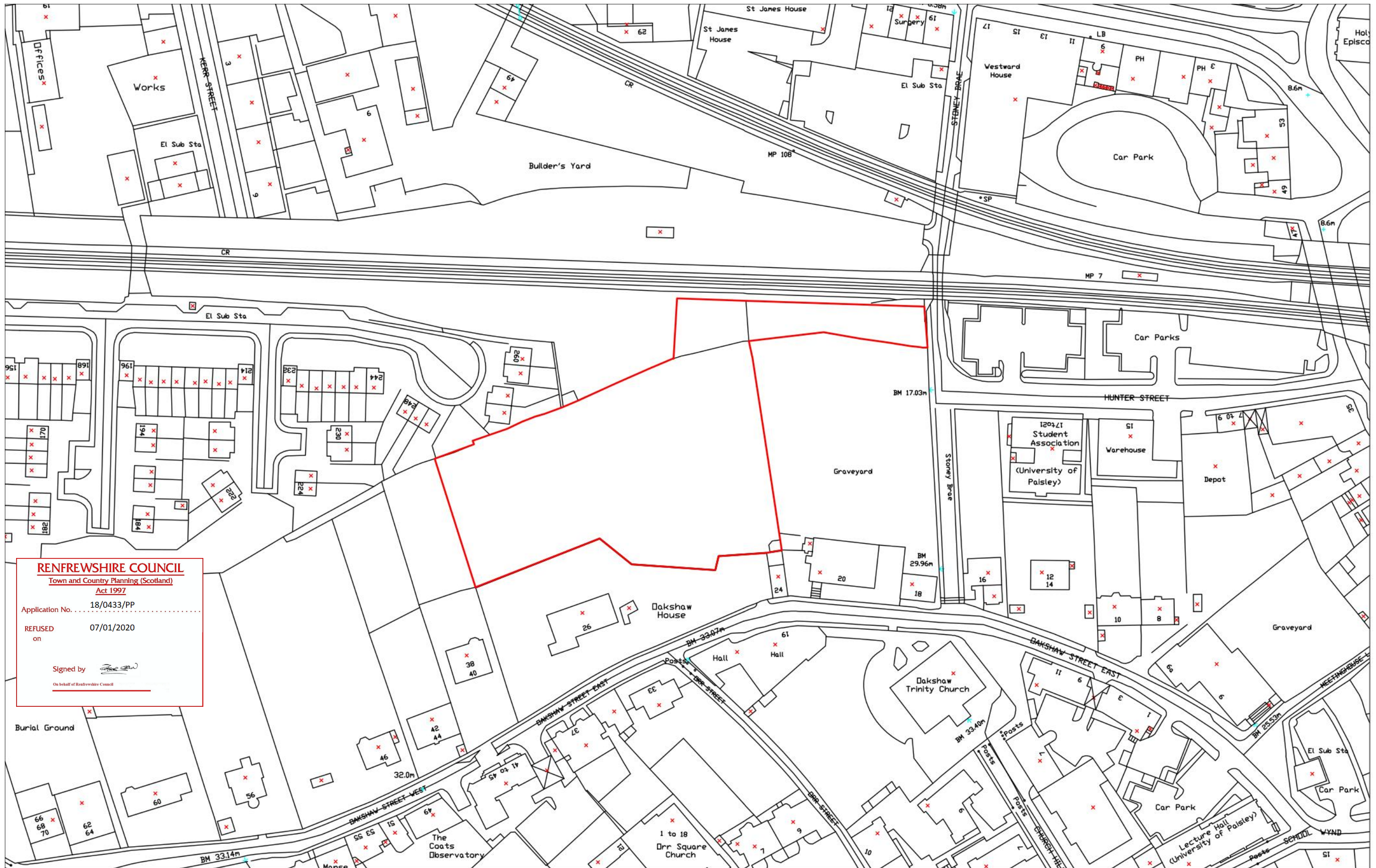
Low bridge
→
2.5m
8'3"
STONEY BRAL











Location Plan As Existing 1:1250

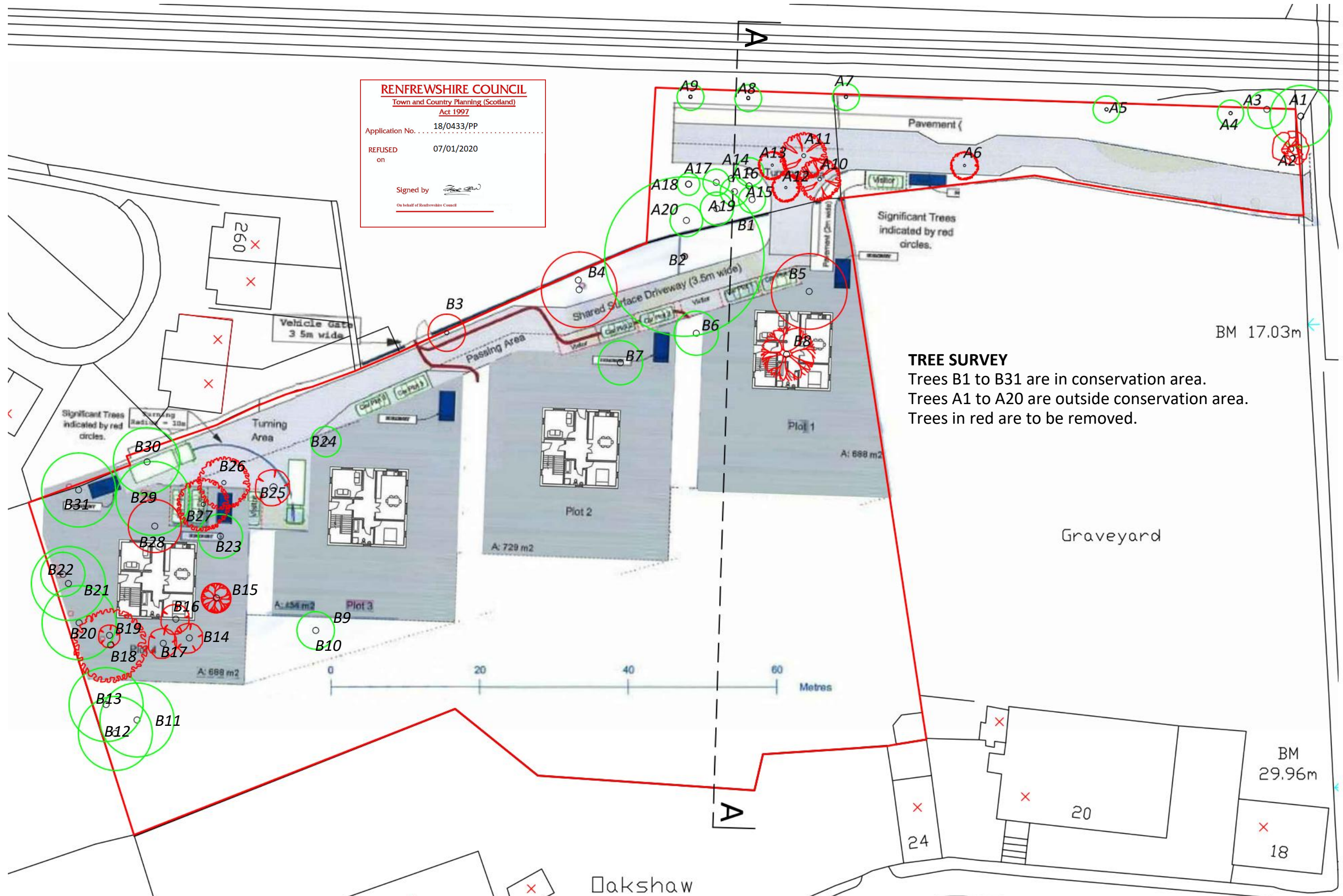
1:1250 0m 25 50 100

Site at 26 Oakshaw Street East

Erection of four detached dwelling houses, formation of access road and associated parking

1852-P-01

A3



Site at 26 Oakshaw Street East

Erection of four detached dwelling houses, formation of access road and associated parking

1852-P-03

A3

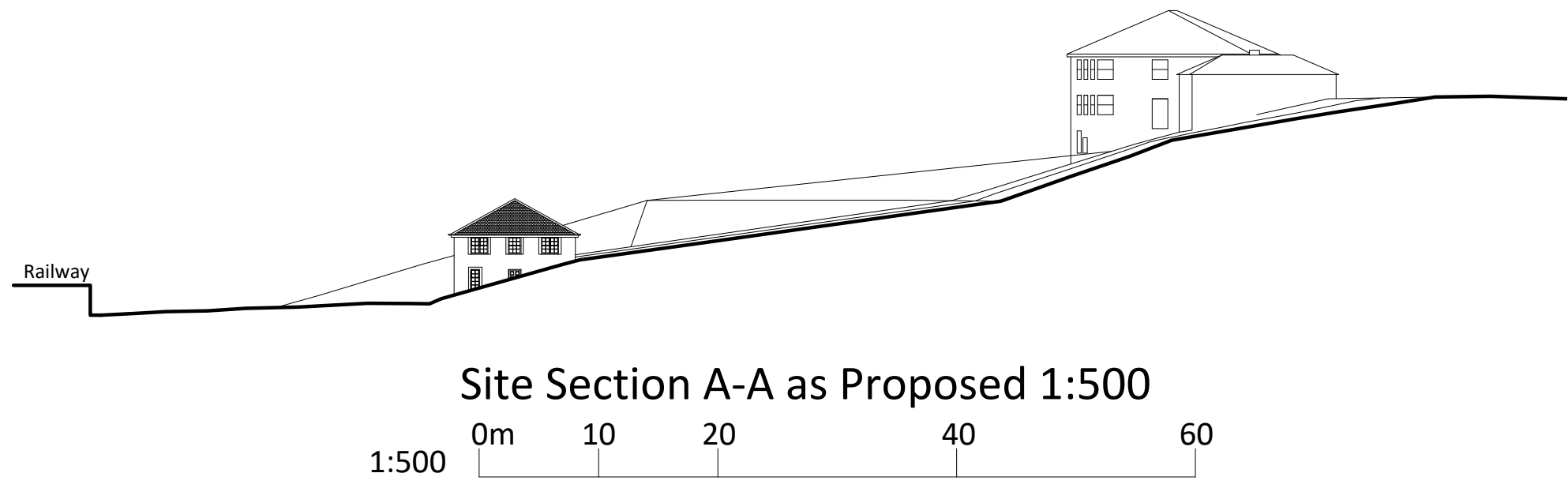
RENFREWSHIRE COUNCIL

Town and Country Planning (Scotland)
Act 1997

Application No. 18/0433/PP

REFUSED
on 07/01/2020

Signed by
On behalf of Renfrewshire Council

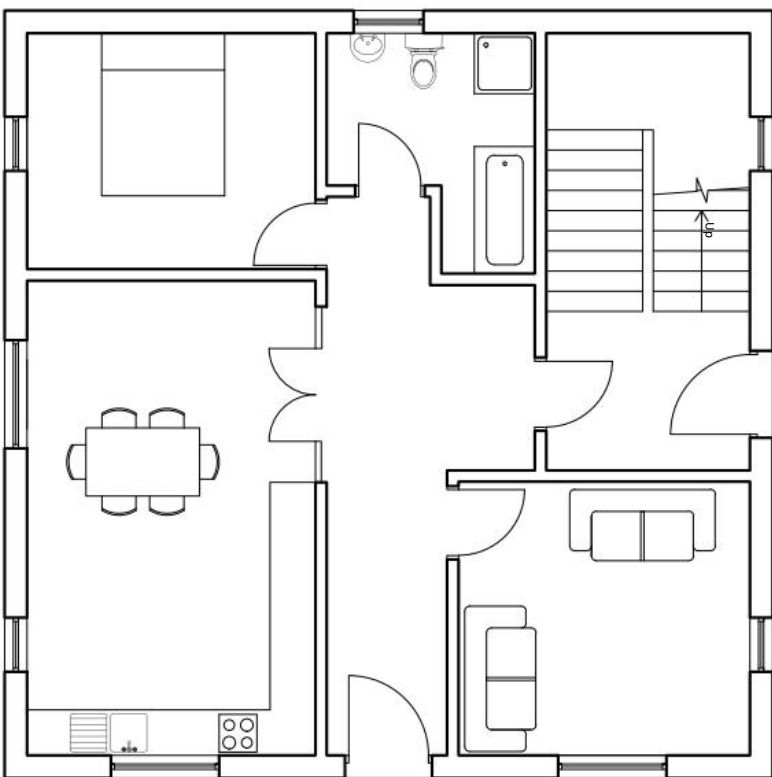


Site at 26 Oakshaw Street East

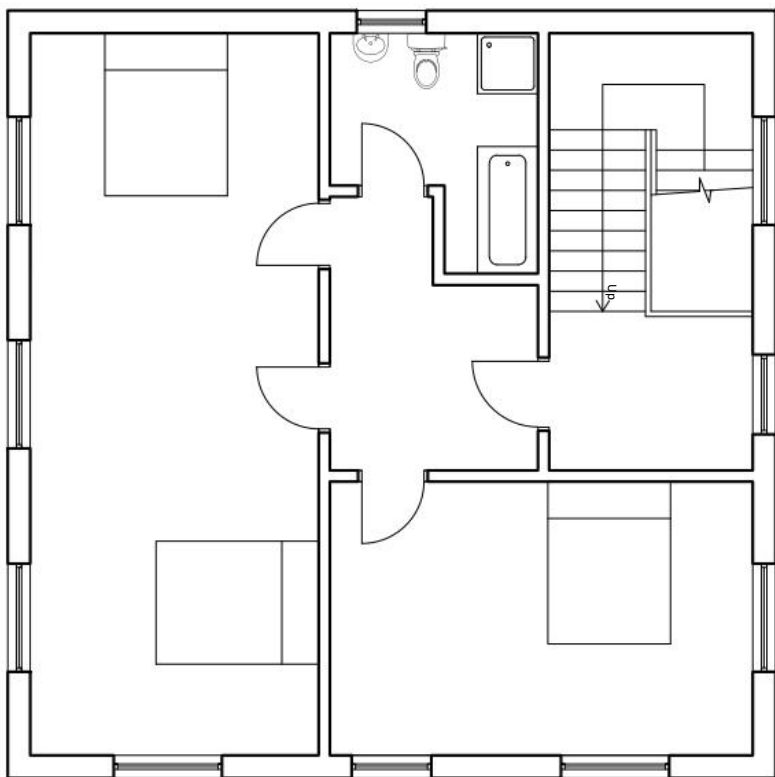
Erection of four detached dwelling houses, formation of access road and associated parking

Site at 26 Oakshaw Street East

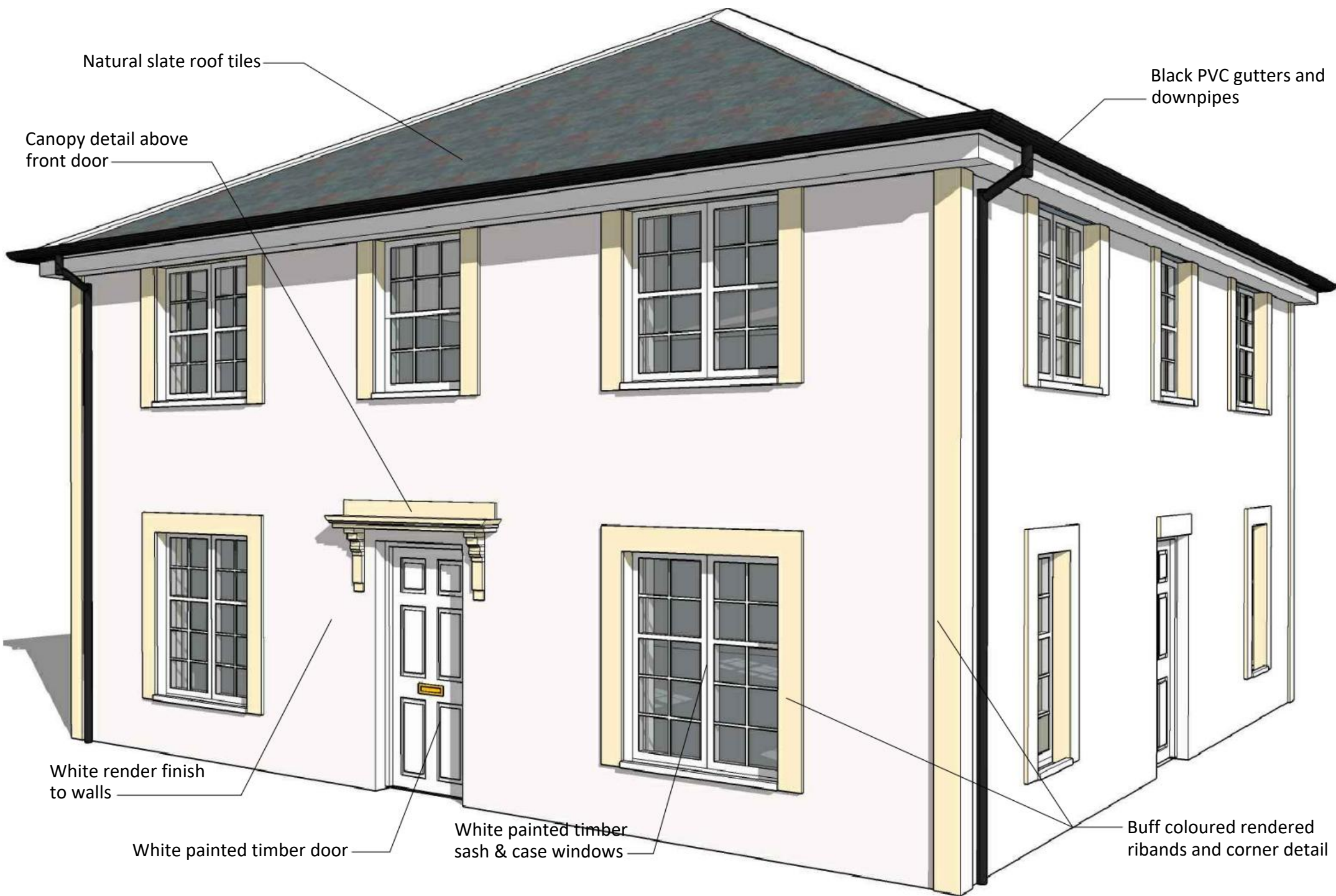
Erection of four detached dwelling houses, formation of access road and associated parking



Ground Floor Plan 1:100



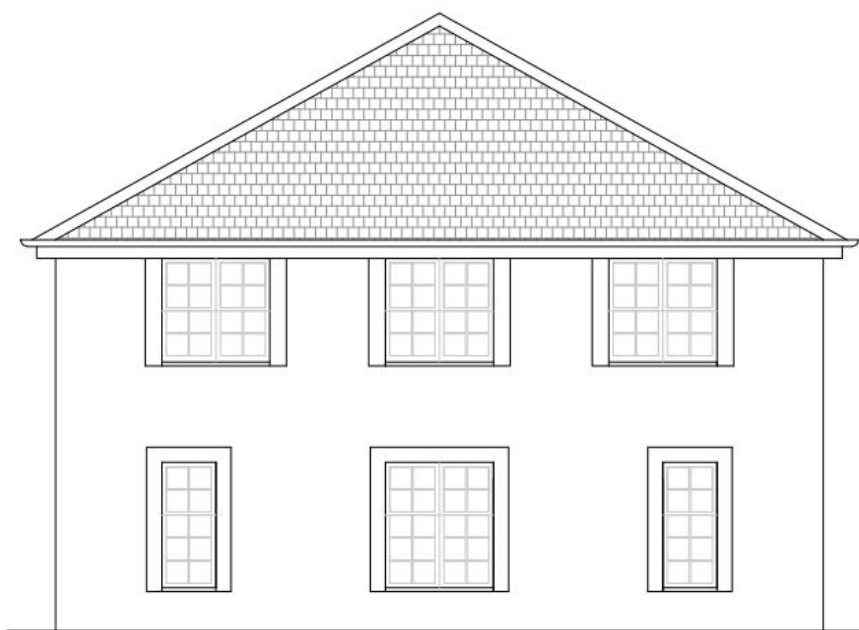
First Floor Plan 1:100



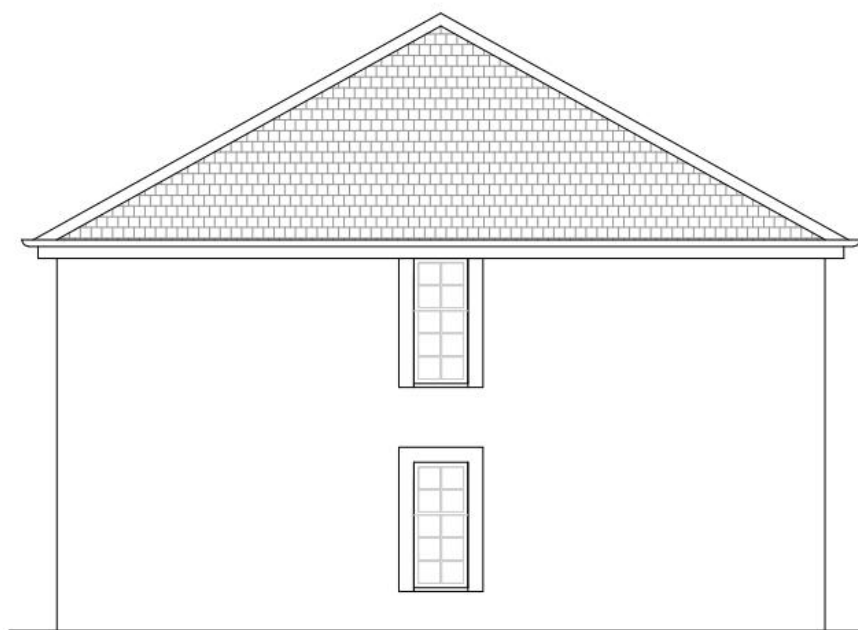
Front Elevation 1:100



Side Elevation 1:100



Side Elevation 1:100



Rear Elevation 1:100



DESIGN STATEMENT

The vision underlying this housing development proposal are:

- *people living in attractive, well-kept towns and cities which use space and buildings well;*
- *good design and planning which makes it more practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion;*

The development site is in central Paisley. This will allow the residents to live without the need for a car. Shopping and almost all services are close by. Rail and bus links are within walking distance. This makes it very practical to live in an environmentally sustainable way, with less noise, pollution and traffic congestion. As a contingency, there are plenty of car parking spaces included in the design.

The site is currently derelict in part. This occasionally leads to misuse of the site by young people who use it as a drinking spot. The development of the site will result in a more attractive, well-kept city centre.

The house design has been chosen not to detract from the surrounding buildings in the Oakshaw conservation area. The site is in a little enclave and this combined with the low height of the buildings, means the new houses are not visible from the rest of the conservation area. The housing density is low and this also softens the impact on the area. The house design and materials have been chosen to match the rest of the buildings in the area.

Applicant: Evangelos Tsakiroglou / Email: [REDACTED]

Proposal for Erection of four 2 storey dwelling houses

Location: West of Stoney Brae, Paisley

Reference	To be Retained	To be Removed	Significant	Latin name	English name	Diameter(cm)	<u>TREE SURVEY</u> Comment	Height(m)	Spread North(m)	Spread East(m)	Spread South(m)	Spread West(m)
B1	yes		yes	Fagus Sylvatica	Beech	75	co-dominant stem 2m, ivy covered	18	8	12	8	2
B2	yes		yes	Fagus Sylvatica	Beech	95	healthy, but ivy covered	22	10.5	10.5	10.5	10.5
B3		yes		Fraxinus Excelsior	Ash	27	unbalanced form	12	5	3	2	3
B4		yes	yes	Fagus Sylvatica	Beech	70	large cavity, 3 types of fungus, hollow trunk, dangerous	23	5	6	5	4
B5		yes		Fraxinus Excelsior	Ash	95	healthy, but ivy covered	25	5	6	8	6
B6	yes			Fraxinus Excelsior	Ash	30	multi-stemmed, cavity on the side	10	3	3	5	3
B7	yes			Fraxinus Excelsior	Ash	32	co-dominant stem 4m	11	2	5	3	5
B8		yes		Ulmus Glabra	Elm	50	dead, ivy covered	13	4	4	4	4
B9	yes			Salix Caprea	Goat Willow	18	twisted around Sycamore (53)	12	2	2	1	1
B10	yes			Acer Pseudoplatanus	Sycamore	35	a goat willow (52) is twisted around this Sycamore	10	2	3	4	4
B11	yes		yes	Fraxinus Excelsior	Ash	50	multi-stemmed, ivy covered	10	4	5	5	2
B12	yes		yes	Fraxinus Excelsior	Ash	55	healthy, but ivy covered	15	2	4	5	2
B13	yes		yes	Fraxinus Excelsior	Ash	50	healthy, but ivy covered	15	5	5	3	3
B14		yes		Salix Caprea	Goat Willow	25	co-dominant stem at angle to the east, ivy covered, to be felled to make room for house	10	3	5	3	0
B15		yes		Acer Pseudoplatanus	Sycamore	12	poor form, stems interfere with other trees, to be felled to make room for house	7	3	3	1	2
B16		yes		Salix Caprea	Goat Willow	20	co-dominant stem at angle to the east, ivy covered, to be felled to make room for house	10	2	5	2	0
B17		yes		Salix Caprea	Goat Willow	18	co-dominant stem at angle to the east, ivy covered, to be felled to make room for house	10	3	5	2	0
B18		yes	yes	Fraxinus Excelsior	Ash	47	healthy, but poor form and ivy covered, to be felled to make room for house	12	3	4	3	3
B19		yes		Salix Caprea	Goat Willow	15	co-dominant stem at angle to the east, ivy covered, to be felled to make room for house	7	2	4	4	0
B20	keep		yes	Fraxinus Excelsior	Ash	35	healthy, but poor form and ivy covered	15	3	4	3	2
B21	keep		yes	Fraxinus Excelsior	Ash	35	healthy, but poor form and ivy covered	15	3	5	4	2
B22	keep		yes	Fraxinus Excelsior	Ash	20	healthy, but poor form and ivy covered	12	4	5	3	2
B23	keep			Fraxinus Excelsior	Ash	55	co-dominant stem, ivy covered	17	2	2	4	5
B24	keep			Fraxinus Excelsior	Ash	17	healthy, but poor form	10	0	2	4	2
B25		yes		Salix Caprea	Goat Willow	38	multi-stemmed, ivy covered, many dead limbs, to be felled to make room for driveway	10	2	6	5	5
B26		yes		Fraxinus Excelsior	Ash	35	multi-stemmed, stems interfere with each other, ivy covered, poor condition, has to be felled to m	15	5	5	3	4
B27		yes		Fraxinus Excelsior	Ash	30	multi-stemmed, stems interfere with each other, ivy covered, poor condition	15	5	5	4	4
B28		yes		Fraxinus Excelsior	Ash	26	multi-stemmed, stems interfere with each other, ivy covered, poor condition	15	4	4	5	5
B29	yes		yes	Fraxinus Excelsior	Ash	35	multi-stemmed, stems interfere with each other, ivy covered, poor condition	18	4	4	5	4
B30	yes			Acer Pseudoplatanus cl	Sycamore clamp	22	multi-stemmed, stems interfere with each other, ivy covered, poor condition	18	4	4	3	5
B31	yes		yes	Fraxinus Excelsior	Ash	30	multi-stemmed, stems interfere with each other, ivy covered, poor condition	18	5	6	3	5
A1	keep			Ulmus Glabra	Elm	33	healthy	8	3	3	3	2
A2		yes		Crataedus Monogyna	Hawthorne	19	healthy. Permission to fell tree has already been given. (see PP: 05/0998/PP)	8	2	2.5	3	3
A3	yes			Fraxinus Excelsior	Ash	20	healthy	7	2.5	3	2	3.5
A4	yes			Betua Pendula	Silver Birch	10	healthy	6	2	2	2	2
A5	yes			Betua Pendula	Silver Birch	10	healthy	6	2	2	2	1.5
A6		yes		Fraxinus Excelsior	Ash	25	unhealthy, cavity, fungus, to be felled to make room for road	10	4	3	2	3
A7	yes			Acer Pseudoplatanus	Sycamore	10	healthy	5	1.5	2	1.5	1.5
A8	yes			Betua Pendula	Silver Birch	9	healthy	7	1.5	1.5	1	1
A9	yes			Fraxinus Excelsior	Ash	10	healthy	6	1.5	1.5	2	2
A10		yes		Acer Pseudoplatanus	Sycamore	20	healthy, to be felled to make space for driveway	9	3	4	3.5	2.5
A11		yes		Acer Pseudoplatanus	Sycamore	28	healthy, to be felled to make space for driveway	12	4	3.5	3	3
A12		yes		Fraxinus Excelsior	Ash	10	healthy, to be felled to make space for driveway	10	2	1.5	2	2
A13		yes		Fraxinus Excelsior	Ash	21	healthy, to be felled to make space for driveway	11	3	3	2.5	3
A14	yes			Fraxinus Excelsior	Ash	15	healthy	9	2.5	3	3	2.5
A15	yes			Crataedus Monogyna	Hawthorne	10	healthy	7	1.5	1	1	1.5
A16	yes			Fraxinus Excelsior	Ash	13	healthy	8	2	1	2	3
A17	yes			Fraxinus Excelsior	Ash	8	healthy	5	2.5	2	1.5	2
A18	yes			Ulmus Glabra	Elm	19	healthy	8	2	2.5	3	3
A19	yes			Acer Pseudoplatanus	Sycamore	12	healthy	8	1.5	2	2	2
A20	yes			Acer Pseudoplatanus	Sycamore	20	healthy	15	5	3	2	2

Tree diameter measured at 1.5m above ground level.

**APPLICATION 18/0433/PP - COMMENTS TO RECEIVE APPROVAL FOR
"ROADS CONSTRUCTION CONSENT APPLICATION"**

COMMENTS	RESPONSE
<ol style="list-style-type: none"> 1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighboring houses will have a security issue 2. The road can be shared surface but will need to be engineered to feel like it and a min of 4 m wide if curbed so a car can pass a pram. Alternatively, a separate footway should be provided 3. The junction design onto Hunter St needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3- axel bin lorry conforming to the council's specification. 4. The developer should note that Swept paths entering and exiting the site for a fire appliance will also be required 5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house) 	<ol style="list-style-type: none"> 1) Please see Sketch No.1, where I have provided an additional Pathway for access to Brown Street & We park, with width of 2.0 m adjoining to the internal footpath inside the site 2) Please see Sketch No.3, where a separate Footway is provided for Pedestrians and for Pram also, with 2.0 m width 3) Please see Sketch No.3, where I have widened the entrance to the Site from Stoney Brae, by providing a minimum Bell Mouth either side with 4.5 m radius, to allow ease of access for all service vehicles including 3-axle Lorry Also, have removed completely the metal Gates and gate Posts. I believe that a 3-axle Bin Lorry or Fire Emergency vehicle will be able to enter unhindered Have also removed "STOP" sign from Hunter street as requested 4) Swept Path Analysis will be prepared as requested so to confirm 5) It is confirmed that the road will be adopted and at the front of the last house there is a Turning Area provision with adequate radius provided for 12 m Bin Lorry
Consent was granted to the 2nd Application 10/0701/PP granted in 2011 but with "No Objections Subject to the below listed Conditions"	We accept to comply with the same Conditions unequivocally as stated
<p>Road layout 1st Application 05/0998/PP 2005 / was same as our application 18/0433/PP?</p> <p>2nd Application 10/0701/PP granted in 2011 has a different access from 3rd Application 18/0433/PP?</p>	<p>In actual fact, I copied exactly the same Drawings as Application 10/0701/PP which I took Online from the Councils Planning Site and which I downloaded. So that Layout & junction details of 18/0433/PP are exact copies of with Application 10/0701/PP in 2011 granted conditionally. Could you possibly please send me the correct Layout of 10/0701/PP to crosscheck again?</p>

Proposed Development:

Erection of four detached dwelling houses, formation of access road and associated parking

Design and Access Statement

1. SUMMARY

The Supporting Planning Design and Access Statement has been prepared on the behalf of Mr Evangelos Tsakiroglou and accompanies the application for renewal of a previously granted Planning Permission (10/0701/PP), for the erection of 4 new detached houses, comprising 2 storey dwellings with parking's, including formation of access road, in a small enclave in the Oakshaw Conservation area. In this respect, the present Planning Application follows exactly the same design, size, layout and outline, as granted per the previous Planning Permission issued in 2011.

2. The Site and the Surrounding Area

The application development site is located in a central location of Paisley, situated west of Brown Street, and east of Stoney Brae. The plot is situated within the periphery of Oakshaw Conservation Area, bordering to the south with Oakshaw House and Former Gaelic Church, forming a small sloping tree-laden enclave - mostly hidden from view – on the edge of the Oakshaw hillside, ending to the north adjacent to the Railway lines.



Oakshaw Conservation area is a significant heritage site with historical importance, a predominantly quiet residential area situated on a hilltop with exceptional buildings of varied architecture. In particular, Oakshaw Street to the south of the plot, is a highly valued historical street, which retains its ancient width and winding alignment, with elegant tall garden walls, and is closed to through traffic thus enhancing its residential character.



The development plot has the apparent features of a buffer zone, situated in between the wealthy A' Class housing of Oakshaw Street on the one hand and the built-up semi-detached middle class housing units of Brown Street on the other which run in parallel with the Railway lines, also taking into account the neighbouring graveyard, which borders on the east side of the plot.



The Site is very well situated in Paisley City Centre and is well serviced by public transport with regular bus and train routes.

3. Pre-Planning and Justification of the proposed Scheme

The proposed development has been the subject of a previous Planning Permission (10/0701/PP) which was granted by Renfrewshire Council in 2011, whereby the overall scheme and principle of the proposed development was welcomed and approved. Considering that the initial reaction to the proposed design was positive, as such the present proposal is thus retaining exactly the same design, size, layout and architectural features as granted for the initial proposal.

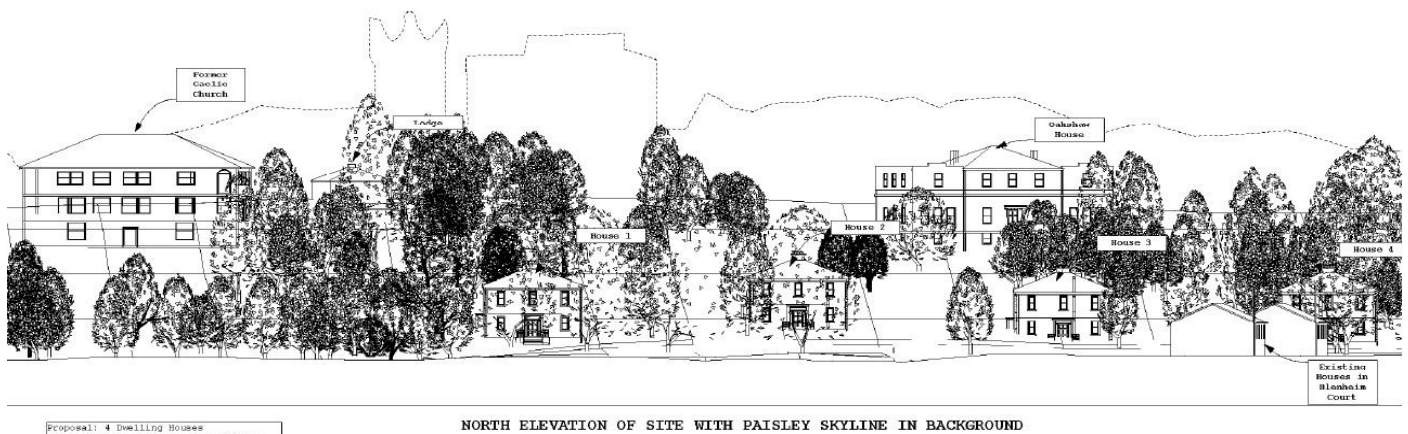
It is noted that the development site in its present condition is of little practical use to the surrounding community, and is also visually and aesthetically without any architectural merit. Presently the plot site detracts from the value and character of the surrounding Conservation area and may be considered to be partly derelict due to its hidden nature, dense unkempt foliage and vicinity to the Railway tracks. As a result, the site is occasionally subject to misuse for various activities by youngsters including as a drinking spot, etc.

The proposed residential development with its 4 detached dwellings, will thus contribute significantly to the local neighbourhood, with positive and beneficial results for the surrounding community, strengthening the character of the Conservation area & maintaining the city centre attractive and well kept.

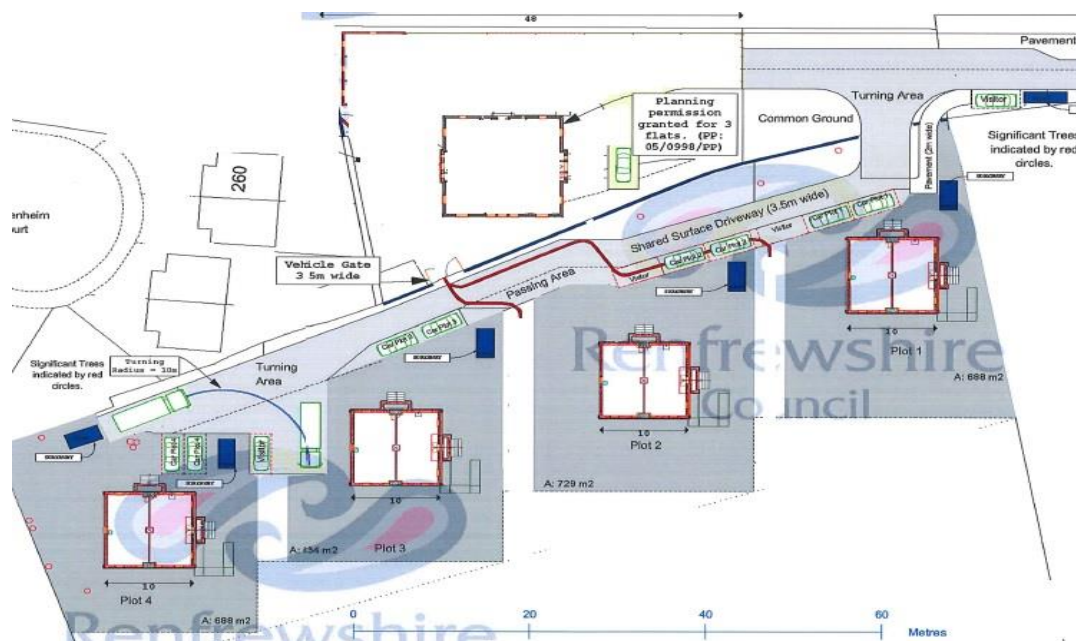
4. Heritage Assets of Conservation Area

Oakshaw Conservation area is predominantly a quiet residential area, with an exceptional collection of A' listed buildings, with 3 former schools and 9 Churches, each of very different architectural and ecclesiastical character, of which seven heritage buildings have been converted to housing.

The Oakshaw Conservation area occupies a beautiful wooded hilltop that sits above the town, with an impressive skyline of historical towers, domes and spires rising above slated roofs and trees. To this effect, the proposed development plan has been designed to blend in harmoniously with the existing Oakshaw hilltop skyline, as can be seen from the North Elevation looking South:



The proposed development area covers in total 8478 m² in size, including the access driveway, and has made good use of the overall shape and contoured inclination of the land, economically dividing the plot into four smaller independent sub-plots ranging from 630 m² to 729 m² each, each containing a identical 2-storey detached dwelling, strategically placed at equal distances to ensure maximum utilisation and low density.



Each of the proposed 4 new dwellings have been designed low in height, each placed carefully within the plot, and each having a separate large garden to the front and a large garden to the rear, plus 2 dedicated parking spaces, intertwined with existing foliage and utilising the existing contour inclination of the land, so as to blend in aesthetically with Oakshaw hilltop skyline.

The low density of the new dwellings combined with the hidden nature of this small enclave, ensure that they are not visible from the rest of the Conservation area so as not to detract, while their architectural features and materials have been carefully selected to match and tie-in perfectly with the surrounding buildings.

6. Design – Scale & Appearance

Each house is identical in design with a floor coverage a little over 100 m² and a total build-up area in two storeys slightly exceeding that of 200 m². Each dwelling has a simple straightforward layout, with a conservative square shape, with 3 bedrooms and bathroom on the 1st floor and kitchen, bathroom, living room and auxiliary room on the ground floor.

The design of the dwellings is contemporary but with a rendered finish to harmonize with adjacent properties of the Conservation area. It does not attempt to mimic exactly the surrounding 18th & 19th century architecture, but with the carefully balanced ratios of windows to wall has effectively provided a pleasing composition, combined with suitable materials to match the proportions & character of neighbouring properties. In this respect the design of the dwellings is chosen to reflect the essential architectural characteristics

of its neighbouring buildings, however without being a copy-paste imitation, thus genuinely contributing to the heritage asset of the Conservation area.

7. Trees, Foliage, Noise & Environmental Impact

Detailed Tree survey has been conducted and submitted together with a detailed Tree Schedule, presenting the entire tree population within the development site and where the number and type of healthy trees have been recorded and marked to be retained, as well a small number of trees that must be cut to facilitate the access driveway and including the number of trees located outside the Conservation area

A Noise measurement study will be conducted to ascertain and verify the acceptable noise levels within the plot development area and to propose additional measures if so required to contain noise levels in compliance to the acceptable specified standards.

Likewise, a soil analysis study will be conducted to identify possible contamination zones due to vicinity to Railway lines and to propose soil refurbishment and rectification measures if so required.

The central location of the development plot facilitates immediate access to nearby shopping and services without the need for a car. In this respect living conditions will be subject to very low environment impact, facilitating residents to avoid noise, pollution and traffic congestion.

8. Access

As stated above, the Site is very well situated in the Paisley City Centre and well serviced by public transport. From the site plot, one can walk to the City Town Hall in 10 minutes. Rail and Bus Links are within walking distance with regular bus and train routes serving the site.

Main access is planned with the formation of an access driveway on the north corner, passing through the adjoining neighbouring plot, so that private vehicles may enter and access from Stoney Brae, and each dwelling is provided with two private parking spaces. In addition, a secondary access walkway is to be provided on the south border through gateway adjoining with Lodge next to Oakshaw house.

Regarding the criteria to meet specified State Lifetime Homes Standards, to facilitate access to people with disabilities, etc. in line with the Council's approved Standards, please refer to the attached **Supplementary Residential Template**, which details doors, windows, access pathways etc.

9. Conclusion

The proposed development plan follows exactly the previously granted Planning Permission (10/0701/PP), retaining all of its significant and positive attributes to the benefit of the local community. The proposed 4 new detached 2-storey dwellings sit comfortably on the plot, harmonizing in unison with the existing Oakshaw skyline, fully respecting the heritage aspects of Oakshaw Conservation area. The design replaces the existing unattractive property and successfully creates a high quality and low density residential living space for future occupiers, with positive environmental and aesthetic impact.



CHARLIE FLEMING ASSOCIATES

ACOUSTICAL CONSULTANTS
NOISE CONTROL ENGINEERS

////////////////////////////////////
Report on Railway Sound

For

Mr Evangelos Tzakioglou

At

Stoney Brae, Paisley, Renfrewshire
////////////////////////////////////

CHARLIE FLEMING ASSOCIATES LIMITED

5 Saltpans, Charlestown, Fife KY11 3EB

Registration Number 477555

Telephone: 01383 872 872

Fax: 01383 872 871

cf@charliefleming.co.uk

www.charliefleming.co.uk

Eur Ing Charlie Fleming BSc MSc CEng FIOA MCIBSE MIET

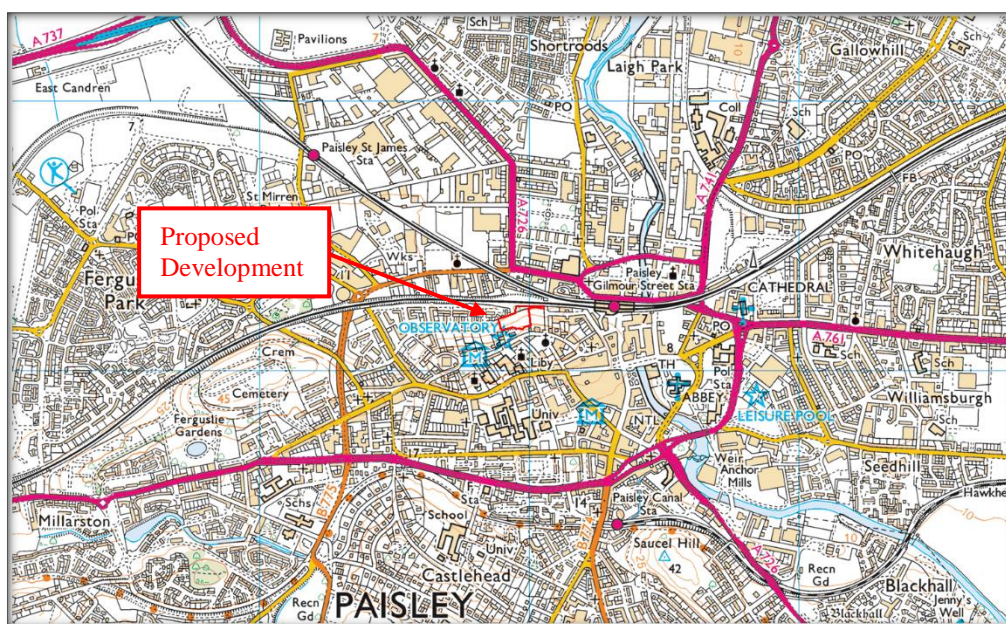
Table of Contents	Page No.
1.0 Introduction	3
2.0 Railway Sound Level Measurement Procedures	6
3.0 Railway Sound Level Measurement Results	8
4.0 Determination of <i>Level of Significance</i> of Railway Sound	11
5.0 Conclusions	14
6.0 References	15
A1.0 Appendix: Basic Principles of Acoustics	16

1.0 Introduction

- 1.1 Mr Evangelos Tzakioglou has applied for planning permission to construct houses on land off Stoney Brae, in Paisley, in Renfrewshire. The land on which it is proposed to construct the houses is shown outlined in red below in the centre of Figure 1(a), and overleaf in Figure 1(b), both of which are reproduced with the permission of Ordnance Survey. To the north of the land are railway lines.

Figure 1(a)

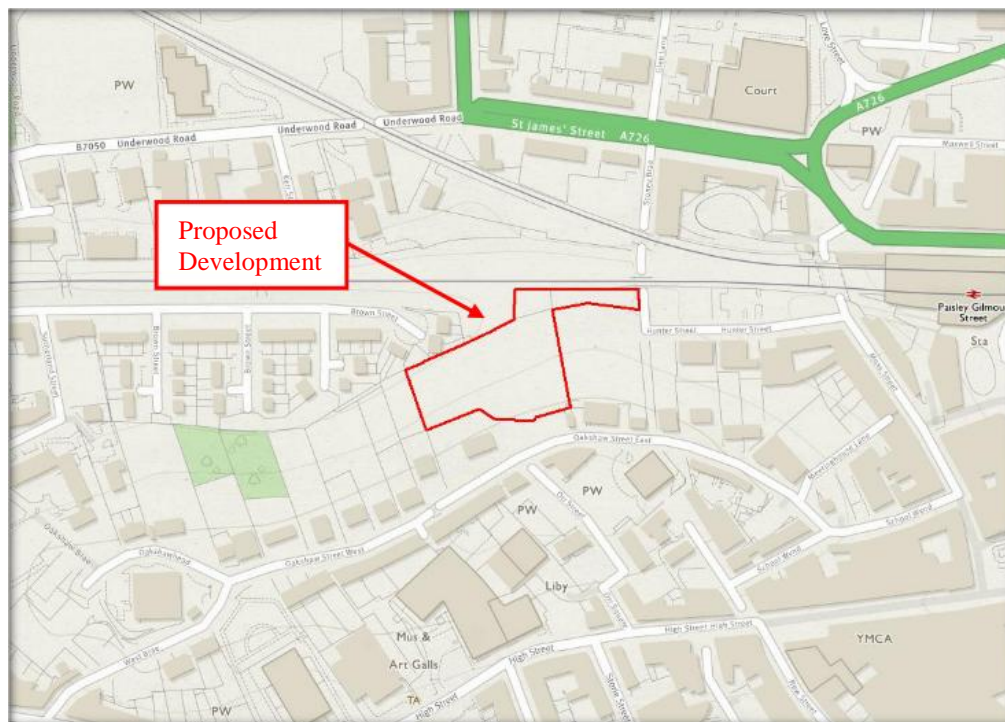
Location of Proposed Development
(Courtesy of Ordnance Survey)



- 1.2 The concern was raised, by planning officers of Renfrewshire Council, that sound from the trains on the railway lines might disturb the residents of the new houses. Accordingly, the following condition was attached to the planning consent.
1. The proposed development will result in the introduction of a noise sensitive development to an area affected by noise from a nearby railway. It is recommended that the application is not determined until the applicant submits to, and has approved by the Planning Authority a noise assessment to determine the impact of road/rail/other noise source on the development. The noise assessment shall be undertaken using appropriate methodology and cognisance of the quantitative and qualitative means of assessment, as described within the Scottish Government's Technical Advice Note: Assessment of Noise. Appropriate mitigation shall be included as part of the noise assessment to ensure that internal noise levels, with windows closed, do not exceed 40dB daytime and 30dB night-time, measured as $L_{Aeq,T}$. Notwithstanding this, where the L_{Amax} level is predicted to exceed 60dB (external) during the night period at the facade of any property, the development proposals shall include appropriate mitigation. The applicant shall demonstrate that noise levels within any garden will not exceed 55dB(A), measured as $L_{Aeq,T}$. The quoted levels shall be achieved as described, unless otherwise agreed in writing with the Planning Authority.

Figure 1(b)

Location of Proposed Development
(Courtesy of Ordnance Survey)



Charlie Fleming Associates was appointed, by Mr Matthew Kavanagh, of MJK Architects, the firm designing the houses, acting as an agent of Mr Tzakirolglou, to carry out the assessment.

- 1.3** Railway sound affecting the site of proposed residential development is usually assessed in accordance with The Scottish Government's publication *Planning Advice Note 1/2011: Planning and Noise*¹ (PAN1/2011). This, in turn, refers to *Technical Advice Note 2011: Assessment of Noise*² (TAN 2011) for technical guidance on noise assessment, also published by the Government. This is the document referred to in the planning condition, as quoted earlier in Section 1.2.

TAN 2011 states that railway sound be considered over two periods, daytime from 07.00hrs to 23.00hrs, and night-time from 23.00hrs to 07.00hrs. The sound levels over these periods determine the *Magnitude of Impact* that the sound of the trains will have on the residents of the proposed development. In turn, this determines the *Level of Significance*, according to which it may, or may not, be necessary to reduce the sound.

- 1.4** It is extremely rare for a full 24-hour sound survey to be carried out. It is usual to measure the sound over 2 or 3 hours, calculate the average sound of the trains passing the site, and evaluate the total sound over the longer periods using information obtained from train timetables. This procedure is described in the Department of Transport document titled *Calculation of Railway Noise*³. This measurement

technique has been used before in Renfrewshire, the results it produces are accepted by the council's officers, and so it has been used in this case.

- 1.5** Charlie Fleming Associates thus visited the site of the proposed development to measure the sound of the trains. Section 2.0 of this report describes how the sound levels were measured and the results are presented in Section 3.0. The calculations used to determine the *Magnitude of Impact* and *Level of Significance* the railway sound will have on the residents of the proposed houses are described in Section 4.0. Section 5.0 concludes the main text of the report. Section 6.0 lists the documents referred to in the report, and is followed by an appendix which describes basic principles of acoustics, the measurement of sound, and explains the technical terms used herein.

2.0 Railway Sound Level Measurement Procedures

2.1 Mr Peter Dunlop, of Charlie Fleming Associates, visited the site of the proposed development on Monday 17th September 2018 to measure the sound levels of the passing trains.

2.2 The following electroacoustical instrumentation was used to conduct the measurements.

Brüel & Kjær Hand-held Analyzer Type 2250
Serial No. 3023576

Brüel & Kjær Prepolarised Condenser Microphone Cartridge Type 4189
Serial No. 3100358

Brüel & Kjær Sound Level Calibrator Type 4231
Serial No. 3010113

Brüel & Kjær Windscreen Type UA0237
Serial No. Not applicable

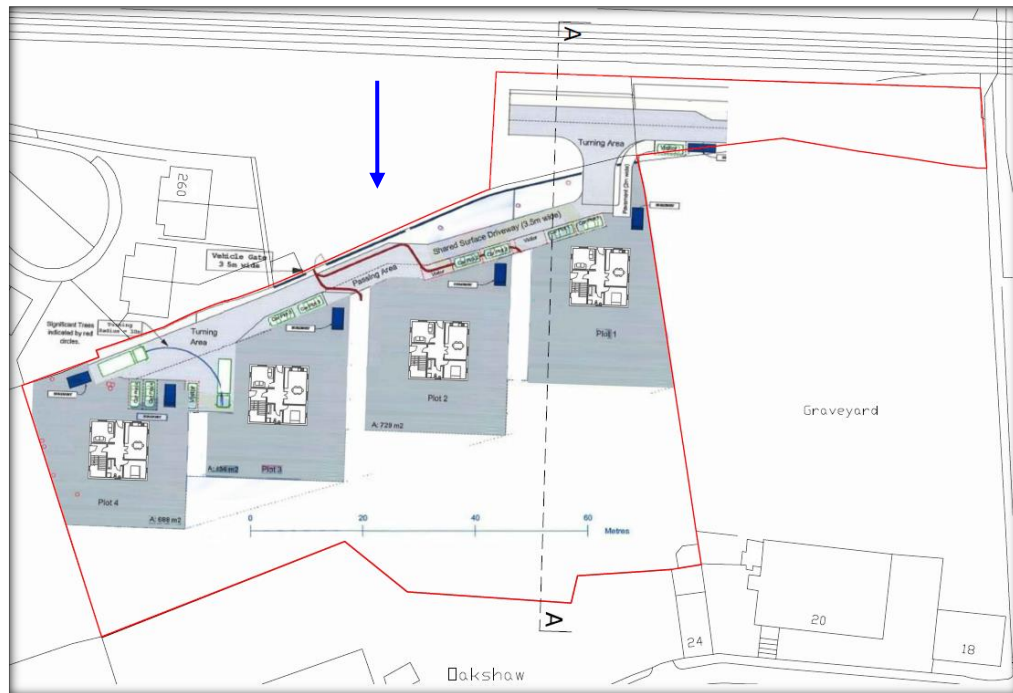
2.3 The sound levels were measured in accordance with the Department of Transport document titled *Calculation of Railway Noise 1995*³. This involves measurement of the A-weighted sound exposure level (L_{AE}) of each train. These can then be used to calculate the L_{Aeq} due to the trains over the day and night-time periods specified in TAN 2011. The sound level analyzer also measured the equivalent continuous sound levels, L_{Aeq} . The L_{eqs} were also measured in octave bands. All sound levels were measured in decibels referenced to 2×10^{-5} Pa.

2.4 It is usual in an assessment such as this to measure the sound where the house which will be most exposed to it will be built. The principle in this is that, if the sound at the most exposed house is acceptable, it follows that it will also be acceptable at the others. It was thus intended to measure the sound at the northern elevation of Plot 1. It was not, however, possible to measure the sound there due to dense impenetrable vegetation on the site. The measurement position was thus chosen to be to the north-west of this. The measurement position is shown by the blue arrow overleaf on Figure 2, which is reproduced from drawing number 1852-P-03, titled *Block Plan as Proposed*, by MJK Architects.

In detail, the measurement position was 108.8m along the post and wire fence defining the northern boundary of the proposed development site, in a westerly direction from its north-eastern corner. It was also 20m back from, and at 90 degrees to, the same fence. The microphone of the sound level analyzer was horizontal, at a height of 1.30m above the ground.

2.5 Each measurement commenced as soon as a train was audible, and continued until it was inaudible. The measurement periods thus varied according to the speed and length of the train in question.

2.6 The sound level analyzer was calibrated prior to conducting the measurements. On completion of the measurements the calibration level was found to be the same.

Figure 2**Location of Railway Sound Measurement Position**
(Courtesy of MJK Architects)

3.0 Railway Sound Level Measurement Results

- 3.1 The results of the railway sound level measurements are shown below in Table 1 and overleaf in Figure 3. Measurements of the residual sound, in the absence of that from trains, are shown in blue. In Table 1, EMU is an abbreviation of electrical multiple unit.

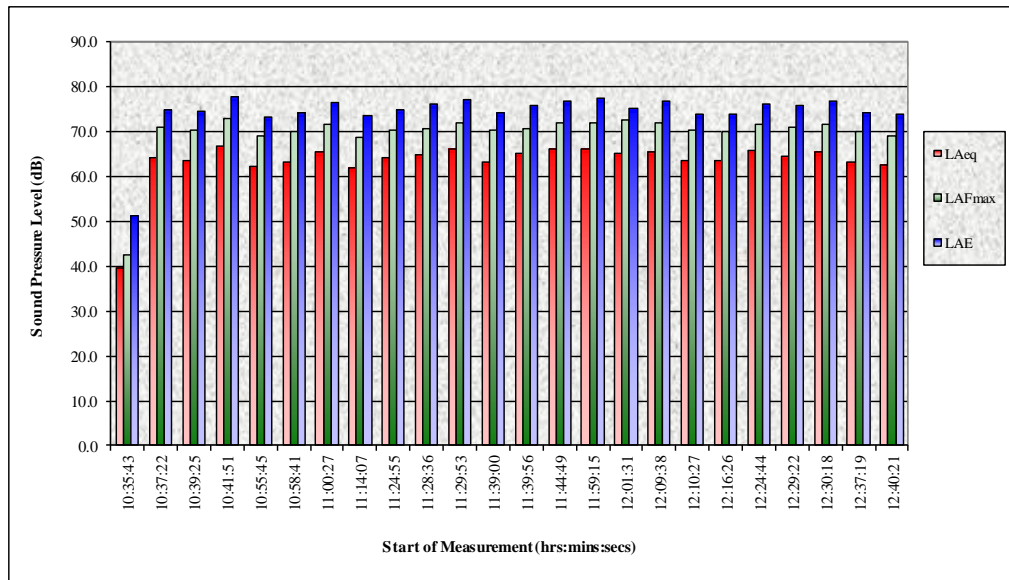
Table 1

Measured A-Weighed Railway Sound Levels
(dB re 2×10^{-5} Pa)

File No.	Start Time (hr:min:sec)	Type of Train	Operator	No. of Units	Direction of Travel	Speed (mph)	L _{Aeq} dB(A)	L _{AE} dB(A)	L _{AFMax} dB(A)
1	10:35:43	Residual	N/a	N/a	N/a	N/a	39.5	51.3	42.5
2	10:37:22	EMU	ScotRail	3	East	40	64.1	74.9	70.8
3	10:39:25	EMU	ScotRail	3	West	40	63.4	74.6	70.1
4	10:41:51	EMU	ScotRail	3	West	40	66.7	77.8	72.8
5	10:55:45	EMU	ScotRail	3	East	30	62.2	73.3	69.1
6	10:58:41	EMU	ScotRail	3	West	40	63.3	74.1	69.9
7	11:00:27	EMU	ScotRail	4	East	30	65.6	76.4	71.7
8	11:14:07	EMU	ScotRail	3	West	30	62.0	73.5	68.6
9	11:24:55	EMU	ScotRail	3	East	40	64.1	74.9	70.4
10	11:28:36	EMU	ScotRail	3	West	40	64.8	76.0	70.7
11	11:29:53	EMU	ScotRail	4	West	50	66.2	77.0	72.0
12	11:39:00	EMU	ScotRail	3	East	30	63.2	74.3	70.1
13	11:39:56	EMU	ScotRail	4	West	30	65.1	75.9	70.5
14	11:44:49	EMU	ScotRail	4	West	40	66.2	76.6	72.0
15	11:59:15	EMU	ScotRail	3	West	40	66.2	77.3	71.9
16	12:01:31	EMU	ScotRail	3	East	30	65.2	75.2	72.4
17	12:09:38	EMU	ScotRail	4	East	40	65.5	76.7	71.8
18	12:10:27	EMU	ScotRail	3	West	30	63.5	73.9	70.3
19	12:16:26	EMU	ScotRail	3	West	40	63.4	73.8	70.0
20	12:24:44	EMU	ScotRail	4	East	40	65.7	76.1	71.4
21	12:29:22	EMU	ScotRail	3	West	40	64.6	75.8	70.9
22	12:30:18	EMU	ScotRail	4	East	40	65.6	76.7	71.7
23	12:37:19	EMU	ScotRail	3	East	30	63.3	74.1	70.1
24	12:40:21	EMU	ScotRail	3	West	30	62.7	73.8	69.0

Figure 3

Measured A-Weighted Railway Sound Levels
(dB re 2×10^{-5} Pa)



3.2 The octave band railway sound levels measured are shown overleaf in Table 2. The corresponding A-weighted levels are also shown in Table 2. Measurements of the residual sound, in the absence of that from trains, are shown in blue.

Table 2

Measured Octave Band Railway Sound Levels, L_{eq}
(dB re 2×10^{-5} Pa)

Start of Measurement (hrs:mins:secs)	Octave Band Centre Frequency (Hz)									A
	31.5	63	125	250	500	1000	2000	4000	8000	
10:35:43	57.4	53.3	41.3	35.0	35.1	36.8	30.3	19.7	20.5	39.5
10:37:22	64.1	72.8	71.9	62.7	60.8	57.6	56.6	52.6	42.3	64.1
10:39:25	61.6	67.3	65.7	60.7	60.1	59.3	55.1	51.9	44.9	63.4
10:41:51	64.2	68.2	68.4	63.0	63.7	62.4	58.0	54.6	47.4	66.7
10:55:45	64.6	71.7	71.4	62.2	58.5	55.1	53.9	50.5	43.4	62.2
10:58:41	63.1	65.4	65.2	59.0	60.2	59.1	54.9	51.7	43.5	63.3
11:00:27	64.1	74.1	72.8	64.3	61.7	60.8	56.4	53.3	43.2	65.6
11:14:07	60.1	65.9	65.7	57.8	59.2	57.1	54.3	51.1	42.3	62.0
11:24:55	63.4	72.0	71.9	62.2	60.7	58.6	55.8	52.0	40.8	64.1
11:28:36	63.6	67.9	68.9	61.8	61.8	60.4	56.8	52.5	44.8	64.8
11:29:53	65.5	74.5	74.6	64.9	62.9	60.9	56.7	53.5	43.3	66.2
11:39:00	64.5	72.0	71.9	62.6	60.0	57.1	54.1	50.9	41.2	63.2
11:39:56	64.1	70.4	67.8	61.9	62.2	60.6	56.9	53.2	44.9	65.1
11:44:49	64.3	67.5	66.8	61.5	62.6	62.4	57.9	54.4	45.2	66.2
11:59:15	63.8	66.3	66.3	60.3	62.6	63.2	56.9	53.2	45.0	66.2
12:01:31	64.3	73.5	73.2	63.2	62.1	59.7	56.5	52.7	42.0	65.2
12:09:38	63.9	73.7	74.0	63.7	61.5	59.8	57.5	53.6	43.2	65.5
12:10:27	62.8	66.7	65.8	59.8	60.6	59.3	54.7	52.5	43.9	63.5
12:16:26	62.0	67.6	66.0	59.8	60.9	58.2	55.5	52.1	43.7	63.4
12:24:44	64.6	73.2	74.1	63.0	62.2	59.6	58.0	54.4	43.0	65.7
12:29:22	62.4	67.3	66.9	60.4	61.4	60.8	55.8	52.8	44.9	64.6
12:30:18	64.2	74.0	72.8	64.6	61.9	60.6	56.1	53.2	42.9	65.6
12:37:19	64.1	71.3	71.0	62.8	59.5	56.3	56.1	52.6	39.8	63.3
12:40:21	61.9	67.6	66.1	60.0	59.7	58.4	54.0	50.4	43.6	62.7

3.3 All of the trains which passed the site were Class 380 Desiro, or British Rail Class 314, electric multiple unit passenger ones, operated by Abellio ScotRail. The sound of trains is generally proportional to their length and speed, and there was nothing unusual or remarkable about it.

3.4 The meteorological conditions prevailing whilst the sound levels were measured were as shown below in Table 3.

Table 3

Meteorological Conditions Prevailing During Sound Measurements
(Courtesy of Weather Underground)

Time (hrs)	Direction of Wind	Wind Speed (ms ⁻¹)	Temperature (° Centigrade)	Relative Humidity (%)	Atmospheric Pressure (mBars)
10:20	Variable	0.9	13	82	1016
11:20	North-east	1.8	13	82	1015
12:20	East	1.8	14	88	1014

During the measurements, the sky was overcast and there was no precipitation. The sound level measurements were thus conducted within the meteorological condition "window" given in *Calculation of Railway Noise 1995*³.

4.0 Determination of *Level of Significance* of Railway Sound

- 4.1 The first stage in the process for assessing the sound levels, as prescribed in TAN 2011², is to conduct the *Quantitative Assessment*, which involves calculating the *Magnitude of Impact* the railway sound will have on the residents of the proposed development.
- 4.2 To determine the *Magnitude of Impact* of the sound of the trains on the site, it is firstly necessary to calculate the average sound exposure level, L_{AE} , of each type of train which passed the site. These are shown below in Table 4. The number of trains which pass the development site on a typical weekday has been counted on the ScotRail and Network Rail freight timetables. These numbers are also shown in Table 4.

No freight trains passed the site during the measurements, but eight are timetabled to do so. Charlie Fleming Associates has measured the sound that freight trains generate at many other locations. At these locations the sound of the freight trains was found to be 5.8dB(A) greater than that of the ScotRail EMU passenger trains, and so in this case it has been taken to be 81.1dB(A).

Table 4

Average Sound Exposure Levels, L_{AE} , and Numbers of of Trains
(dB re 2 x 10⁻⁵ Pa)

Train Operator or Type	Average L_{AE} dB	No. per Night	No. per Day
ScotRail	75.3	19	181
Freight	81.1	0	8

- 4.3 The night-time $L_{Aeq}(23:00\text{hrs to }07:00\text{hrs})$, based on the number of trains and the L_{AE} s shown above in Table 4, is 43.0dB(A). The daytime $L_{Aeq}(07:00\text{hrs to }23:00\text{hrs})$ has been found to be 51.0dB(A).
- 4.4 The sound levels were measured closer to the railway than where the most exposed house, which will be Plot 1, will be built. The greater distance the sound will have to travel to Plot 1 means that it will be less in level than that measured. The amount by which it will be less has been calculated³, and found to be 1.6dB(A).

Applying the corrections for distance to the night-time and daytime sound levels, means that where Plot 1 will be built the night-time level, $L_{Aeq}(23:00\text{hrs to }07:00\text{hrs})$, will be 41.4dB(A). The daytime level, $L_{Aeq}(07:00\text{hrs to }23:00\text{hrs})$, will be 49.4dB(A).

- 4.5 The *Magnitude of Impact* is determined by the amount by which the L_{Aeq} exceeds 45dB(A) at night, and 55dB(A) during the day, as shown overleaf in Table 5.

Table 5

Magnitude of Impacts Associated with Night and Day Exceedance Levels²

Night Noise Level ¹ , $x = (\text{Existing} - 45) L_{Aeq,8h}$	Day Noise Level ¹ , $x = (\text{Existing} - 55) L_{Aeq,16h}$	Magnitude of Impact
> 15	> 10	Major adverse
$10 \leq x \leq 15$	$5 \leq x \leq 10$	Moderate adverse
$5 \leq x < 10$	$3 \leq x < 5$	Minor adverse
$0 \leq x < 5$	$0 \leq x < 3$	Negligible adverse
$x < 0$	$x < 0$	No adverse impact

During the night, the sound of the railway will be around 41dB(A) which does not exceed the 45dB(A) threshold. The sound will, therefore, have *No adverse impact* on the residents of the houses.

During the day, the sound of the railway will be around 49dB(A) which does not exceed the 55dB(A) threshold. The sound will, therefore, have *No adverse impact* on the residents of the houses.

- 4.6** The second stage in the process is to conduct the *Qualitative Assessment*. In this case, however, it is considered that the *Quantitative Assessment* adequately addresses the noise impact of the railway on the houses. The final stage is to determine the *Level of Significance* of the railway sound. This is determined using Table 6, which is shown below.

Table 6

Significance of Effects²

Magnitude of Impact	Sensitivity of Receptor		
	Low	Medium	High
Major	Slight/Moderate	Moderate/Large	Large/Very Large
Moderate	Slight	Moderate	Moderate/Large
Minor	Neutral/Slight	Slight	Slight/Moderate
Negligible	Neutral/Slight	Neutral/Slight	Slight
No change	Neutral	Neutral	Neutral

The *Sensitivity of Receptor* will be high as it is houses which are to be constructed. As the impact of the railway noise during the day and night on the residents of the houses will be *No change*, the significance will be *Neutral*, which is defined in TAN 2011² as:

Neutral: No effect, not significant, noise need not be considered as a determining factor in the decision making process.

4.7 It is thus concluded that the railway sound levels are well within the limits given in current planning guidance, and so there is no need to introduce any measures to reduce them.

4.8 At the time of writing, the glazing had not been specified. It was thus assumed to be at least the minimum standard required in the *Building Standards (Scotland) Regulations* for thermal insulation, of 2 panes of 6mm thick glass separated by a 16mm wide cavity. The sound reduction indices of this glazing have been derived from values given in the literature^{4&5}. Empirically, with the windows of the house closed, the daytime level will be around 13dB(A). The night-time one will be around -1dB(A). Both of these levels are well within the limits given in planning condition 1. They are so far within the limits that detailed calculations of the sound levels are not necessary.

The maximum sound levels of the trains exceeded 60dB(A). There is no internal maximum noise level limit given in the planning condition, but 45dB(A) is applied by some local authorities. The greatest maximum level measured was 72.8dB(A). Applying the correction for distance to this, assuming hemi-spherical propagation, at the house it would be 69.7dB(A). Internally, the level will be around 27dB(A) which is well within the limit applied by some local authorities. Given that the internal sound will be within the suggested limit it is not considered necessary to introduce measures to reduce it. The sound exceeding the 60dB(A) limit is not likely to disturb residents of the houses as they will not be outside at night.

5.0 Conclusions

5.1 Mr Evangelos Tzakioglou has applied for planning permission to construct houses on land off Stoney Brae, in Paisley, in Renfrewshire. To the north of the land are railway lines. The concern was raised, by planning officers of Renfrewshire Council, that sound from the trains on the railway lines might disturb the residents of the new houses. Accordingly, the following condition was attached to the planning consent.

1. The proposed development will result in the introduction of a noise sensitive development to an area affected by noise from a nearby railway. It is recommended that the application is not determined until the applicant submits to, and has approved by the Planning Authority a noise assessment to determine the impact of road/rail/other noise source on the development. The noise assessment shall be undertaken using appropriate methodology and cognisance of the quantitative and qualitative means of assessment, as described within the Scottish Government's Technical Advice Note: Assessment of Noise. Appropriate mitigation shall be included as part of the noise assessment to ensure that internal noise levels, with windows closed, do not exceed 40dB daytime and 30dB night-time, measured as $L_{Aeq,T}$. Notwithstanding this, where the L_{Amax} level is predicted to exceed 60dB (external) during the night period at the facade of any property, the development proposals shall include appropriate mitigation. The applicant shall demonstrate that noise levels within any garden will not exceed 55dB(A), measured as $L_{Aeq,T}$. The quoted levels shall be achieved as described, unless otherwise agreed in writing with the Planning Authority.

Charlie Fleming Associates was appointed, by Mr Tzakioglou, to prepare the assessment.

5.2 The railway sound was measured as described in Section 2.0 of this report, and the results are presented in Section 3.0. In Section 4.0, the sound levels have been assessed as prescribed in The Scottish Government Publication *Technical Advice Note 2011: Assessment of Noise*² (TAN 2011). The impact of the railway noise during the day and night on the residents of the houses will be *No change*, and so the significance will be *Neutral*, which is defined in TAN 2011² as:

Neutral: No effect, not significant, noise need not be considered as a determining factor in the decision making process.

It is thus concluded that the railway sound levels are well within the limits given in current planning guidance, and so there is no need to introduce any measures to reduce them.

5.3 In Section 4.8 the internal sound levels are considered. The conclusion of this is that they will be well within the limits given in planning condition 1 and so there is no

[REDACTED]

MSc CEng FIOA MCIBSE MIET

6.0 References

- 1) The Scottish Government, *Planning Advice Note PAN 1/2011 Planning and Noise*, Crown Copyright 2011, ISBN 978-1-78045-043-8 (web only).
- 2) The Scottish Government, *Technical Advice Note TAN 2011 Assessment of Noise*, Crown Copyright 2011, ISBN 978-1-78045-042-1 (web only).
- 3) Department of Transport, *Calculation of Railway Noise 1995*, HMSO, London, 1995, ISBN 0-11-551754-5.
- 4) Inman C., *A Practical Guide to the Selection of Glazing for Acoustic Performance in Buildings*, *Acoustics Bulletin*, **19**, (5), September/October 1994, pp19-24.
- 5) Saint Gobain, *Acoustic Performance of Glazing*.

Appendix

A1.0 Basic Principles of Acoustics

A1.1 Sound Pressure

The sound we hear is due to tiny changes in pressure in the air, caused by something disturbing the air, such as a loudspeaker cone moving back and forward, the blades of a fan heater going round, the moving parts of a car engine, and so on. From the initial point of the disturbance the sound travels to the receiver in the form of a wave. It is not like a wave in water, rather like one that would travel along a stretched spring, such as a child's *Slinky* toy laid flat on the ground and “pinged” at one end. Whether the human ear can hear the sound wave as it travels through the air, however, depends on the size of the disturbance and the frequency of it. That is, if the loudspeaker moves very slightly we may not be able to hear the changes in air pressure that it causes because they are too small for the ear to detect. The magnitude of sound pressures that the human ear can detect ranges from about 0.00002Pascals (Pa) to 200Pa. This enormous range presents difficulties in calculation and so, for arithmetic convenience, the sound pressure is expressed in decibels, dB. Decibels are a logarithmic ratio as shown below:

$$\text{Sound Pressure Level } L \text{ (dB)} = 20\text{Log}_{10}\{p/P\}$$

Where p = the sound pressure to be expressed in dB

and P = reference sound pressure 0.00002Pa

Hence, if we substitute 0.00002Pa, the smallest sound the ear can hear, for p , the result is 0dB. Conversely, if we substitute 200Pa, the loudest sound the ear can hear, for p , the result is 140dB. Hence, sound is measured in terms of sound pressure level in dB relative to 0.00002Pa.

A1.2 Range of Audible Sound Pressure Levels

An approximate guide to the range of audible pressures is presented overleaf in Table A1. The sound pressure levels noted are typical of the source given and should not be considered to be precise. The notes in the "Threshold" column of the Table are for general guidance, the sound pressure levels of those thresholds varying between individuals.

Table A1**Range of Audible Sound Pressure Levels and Sound Pressures**

Sound Pressure Level (dB re 2×10^{-5} Pa)	Sound Pressure (Pa)	Source	Threshold of:
160	2000	Rifle at ear	Damage
140	200	Jet aircraft take off @ 25m	Pain
120	20	Boiler riveting shop	Feeling
100	2	Disco, noisy factory	
80	0.2	Busy street	
60	0.02	Conversation @ 2m	
40	0.002	Quiet office or living room	
20	0.0002	Quiet, still night in country	
0	0.00002	Acoustic test laboratory	Hearing

A1.3 Frequency and Audible Sound

Returning to the example of the loudspeaker cone, if it moves back and forward very slowly, for example once or twice a second, then we will not be able to hear the sound because the ear cannot physically respond to such a low frequency sound. Human ears are sensitive to sound pressure waves with frequencies between about 30Hertz (Hz) and 16,000Hz, where Hz is the unit of frequency and is also known as the number of cycles per second. That is, the number of times each second that the loudspeaker cone moves in and out, the fan blade goes round, etc. At the other end of the frequency spectrum, a sound with a frequency of 30,000Hz will also be inaudible, again because the ear cannot physically respond to sound pressure waves having such a high frequency.

Across the audible frequency range, the response of the ear varies. For example, a sound having a frequency of 63Hz will not be perceived as being as loud as a sound of exactly the same sound pressure level, having a frequency of 250Hz. A sound having a frequency of 500Hz will not be perceived as being as loud as a sound of the same sound pressure level with a frequency of 1,000Hz. Indeed, for a given sound pressure level, the hearing becomes progressively more sensitive as the frequency increases up to around 2,500Hz. Thereafter, from 2,500Hz upwards to about 16,000Hz, the sensitivity decreases, with sounds having frequencies above 16,000Hz being inaudible to most adults.

Virtually all sounds are made up of a great many component sound waves of different sound pressure levels and frequencies combined together. To measure the sound pressure level contributed at each of the frequencies between 30Hz and 16,000Hz, that is, 15,970 individual frequencies, would require 15,970 individual measurements. This would yield a massive, unwieldy amount of data.

A1.4 Octave Bands of Frequency

As a compromise, the sound pressure level in particular ranges, or "bands", of frequencies can be measured. One of the commonest ranges of frequency is the octave band. An octave band of frequencies is defined as a range of frequencies with an upper limit twice the frequency of the lower limit, eg 500Hz to 1,000Hz. This octave is exactly the same as a musical octave, on the piano, violin, etc, or *doh* to high *doh* on the singing scale. Octave bands are defined in international standards and are identified by their centre frequency. Sound measurements are generally

made in the eight octave bands between 63Hz and 8,000Hz. This is because human hearing is at its most sensitive, in terms of its frequency response, over this range of frequencies. Furthermore, speech is made up of sound waves having frequencies in this range.

A1.5 "A-Weighting" and dB(A)

Whilst an octave band analysis gives quite detailed information as to the frequency content of the sound, it is rather clumsy in terms of presenting results of measurements, that is, having to note sound pressure levels measured at eight separate octave bands. Furthermore, the ear hears all these separate frequency components as a whole and thus it would seem sensible to measure sound in that way.

When sound pressure level is measured with a sound level meter, the instrument can analyse the sound in terms of its octave band content as described above in section A1.4, or measure all the frequencies at once. Bearing in mind that the response of the ear varies with frequency, the sound level meter can apply a correction to the sound it is measuring to simulate the frequency response of the ear. This correction is known as "A-weighting" and sound pressure levels measured with this applied are described as having been measured in dB(A).

A1.6 Variation of Sound Level With Time

Most sounds, for example, speech, music, a person hammering, road traffic, an aircraft flying overhead, vary with respect to time. Various terms can be applied to describe the temporal nature of a sound as shown in Table A2.

Table A2

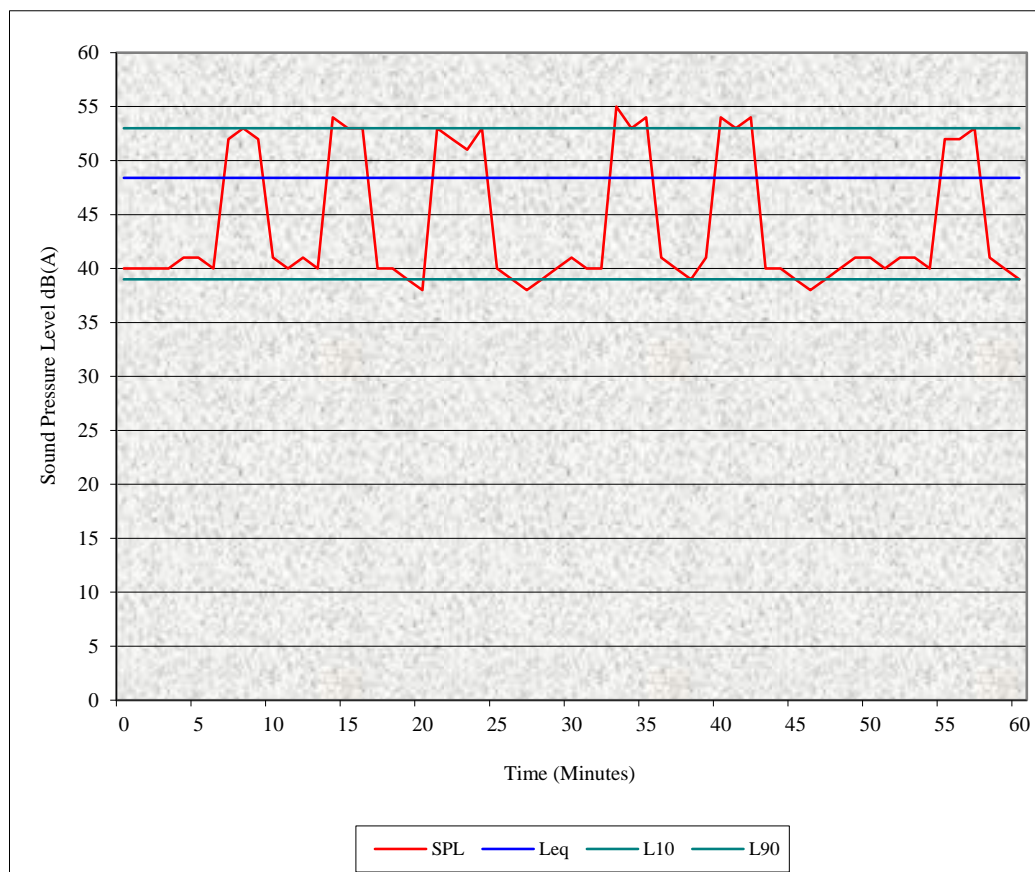
Examples of the Temporal Nature of Sound

Description	Example of Sound Source
Constant or steady state	Fan heater, waterfall
Impulsive	Gun shot, hammer blow, quarry blast
Irregular or fluctuating	Road traffic, speech, music
Cyclical	Washing machine, grass mowing
Irregular impulsive	Clay pigeon shooting
Regular impulsive	Regular hammering, tap dripping, pile driving

In practice, combinations of virtually any of the above can exist. In measuring sound it is necessary to deal with the level as it varies with respect to time.

A1.7 Time History

Consider the time history, as it is known, shown overleaf in Figure A1. Note that it is not an actual time history, rather an approximate representation of that which a person might experience some 100m away from a building site on which a man is operating a pneumatic drill.

Figure A1**Example of Time History of Construction Site Sound**

The sound of the compressor and other activity on the site is reasonably constant with time, having a level of between 38dB(A) and 41dB(A). When the drill operates the sound level rises to between around 51dB(A) and 55dB(A).

A measurement of the sound between the 25th minute and the 32nd minute, when the sound is that of the compressor, would result in a level of about 40dB(A). This is very different from the result of a measurement made between the 33rd minute and the 35th minute, when the drill is operating, which would give a sound level of about 54dB(A). In the past acousticians therefore had to develop some way of measuring the sound which gives us information as to its variation in time. The easiest parameters to understand are the maximum and minimum levels, in this case 55dB(A) and 38dB(A) respectively. These do not tell us much about the sound other than the range of levels involved. The most widely used parameter is the equivalent continuous sound level, L_{eq} , which is explained in Section A1.8.

A1.8 Equivalent Continuous Sound Level, L_{eq}

A representative measurement of the sound to which the person in the example is exposed must deal with these changes in level. This can be done by measuring what is known as the equivalent continuous sound level, denoted as L_{eq} . If the measurement has been made in dB(A) it can be denoted as L_{Aeq} and expressed in dB. This is the sound level which, if maintained continuously over a given period, would

have the same sound energy as the actual sound (which varied with time) had. In the example the L_{eq} is 48.4dB(A) and it is shown on Figure A1 as a blue line. In layman's terms it may be considered to be the average of the sound over a period of time.

A1.9 Sound Exposure Level, SEL or L_{AE}

This is the sound level which if maintained constant for a period of one second would have the same sound energy as the time varying sound had. It may be considered to be a L_{eq} normalised to one second. It is very useful for measuring the sound of discrete events such as train pass-bys, aircraft flyovers, explosions and gunfire. A series of SEL's can be added together relatively easily and an L_{eq} calculated for a long period of time such as a whole day or night.

A1.10 Percentiles, L_x

Another parameter often used in describing sound is the percentile. This is a statistical parameter and with respect to sound is that level exceeded for x% of the measurement period. Hence the L_{10} is that level which was exceeded for 10% of the measurement period. In the example this is 53dB(A) and it is shown in green on Figure A1. It can be seen to be a reasonable representation of the typical value of the peaks in the time history. The L_{10} is often used to describe road traffic sound, such as in the *Calculation of Road Traffic Noise* by the Department of Transport and in the *Noise Insulation Regulations 1975/1988*.

Conversely, the L_{90} is that level exceeded for 90% of the time. In the example it is 39dB(A) and is also shown in green. It is a good descriptor of the troughs in the time history. Another way of thinking of the L_{90} is that it describes the background sound, during lulls in the more obvious sound, in this case the drill. The L_{90} is used in *British Standard BS 4142:1997 Method for Rating industrial noise affecting mixed residential and industrial areas*, as the descriptor of the background sound.

Any percentile can be specified such as L_{21} , L_{65} , L_8 , L_{87} and so on. In practice however the only other percentiles used are the L_1 , which is very similar to the maximum level that occurred during the measurement period and the L_{99} , which is similar to the minimum level that occurred. Very occasionally the L_5 and L_{95} might be specified in a measurement procedure.

A1.11 Maximum and Minimum, L_{Amax} and L_{Amin}

These are the maximum and minimum sound levels which occurred during a given measurement. On Figure A1, they are 55dB(A) and 38dB(A) respectively. They are easy to understand, but do not tell us much about the sound other than the range of levels involved. The maximum level is, however, sometimes important, as it correlates well with sleep disturbance due to isolated sound events.

A1.12 Time Weighting, Fast, L_F , or Slow, L_S

Time weighting refers to the speed at which the sound level meter follows variations in the time history. The “fast” weighting of 125 milli-seconds corresponds to the way in which the human ear follows sound. The “slow” weighting effectively introduces more averaging of the sound. Note that the L_{eq} is independent of the time weighting, which only applies in the measurement of maxima, minima and percentiles.

CERTIFICATE B

APPLICATION No. 18/0433//PP

Location: Land to East of Brown Street, Stoney Brae Paisley

Proposal: Erection of four detached dwelling houses, formation of access road and associated parking

Certificate B is for use where the applicant is not the owner or the sole owner of the land to which the applications relates and/or where the land is agricultural land, and where all owners/ agricultural tenants have been identified.

- 1) I hereby certify that, I have served notice on every person other than myself, who at the beginning of the period of 21 days, ending with the date of the application was owner of any part of the land to which the application relates. These persons are:

Name	Address	Date of Service of Notice
YVONNE CHRISTIE	<u>26 Oakshaw Lodge East, Paisley, PA1 2DD</u>	03/07/18
Alexander Reid and Jessie Galbraith Reid	<u>26 Oakshaw Street East, Paisley, PA1 2DD</u>	03/07/18
Olga Frame	C/O Wallace Frame Oakshaw Gardens 1 Stoney Brae Railway Siding Paisley, PA1 1DN	03/07/18
Wallace Frame	Oakshaw Gardens 1 Stoney Brae Railway Siding Paisley, PA1 1DN <i>Alternative Address:</i> <u>Flat 2F3,29 Jeffrey street Edinburgh, EH1 1DH</u>	03/07/18

- 2) In addition I hereby certify that none of the land to which the application relates, constitutes or forms part of agricultural land.

Date: 03.07.2018

Signature

EVANGELOS TSAKIROGLOU



Renfrewshire
Council

Renfrewshire House Cotton Street Paisley PA1 1JD Tel: 0300 3000 144 Fax: 0141 618 7935 Email: dc@renfrewshire.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100114067-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- ☐ Application for planning permission (including changes of use and surface mineral working).
- ☐ Application for planning permission in principle.
- ☒ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- ☐ Application for Approval of Matters specified in conditions.

Please give the application reference no. of the previous application and date when permission was granted.

Application Reference No: *

10/0701/PP

Date (dd/mm/yyyy): *

05/05/2011

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Renewal of Planning Permission Ref. no. 10/0701/PP, for four detached 2-Storey dwellings, situated in a small enclave West of Stoney Brae, North of Oakshaw House no.26. The house design is chosen to be pleasing, low in height & density, matching perfectly with surrounding Oakshaw Conservation area. The proposed development will incorporate a partly abandoned enclave into the vibrant local community, resulting in a more attractive and well-kept environment with a very positive overall impact..

Is this a temporary permission? *

☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place?

☐ Yes ☒ No

(Answer 'No' if there is no change of use.) *

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☒ Applicant ☐ Agent

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *
Other Title:	<input type="text"/>	Building Name: <input type="text" value="na"/>
First Name: *	<input type="text" value="Evangelos"/>	Building Number: <input type="text" value="█"/>
Last Name: *	<input type="text" value="Tsakiroglou"/>	Address 1 (Street): * <input type="text" value="██████████"/>
Company/Organisation	<input type="text" value="Tsakiroglou"/>	Address 2: <input type="text" value="████"/>
Telephone Number: *	<input type="text" value="██████████"/>	Town/City: * <input type="text" value="████"/>
Extension Number:	<input type="text"/>	Country: * <input type="text" value="████"/>
Mobile Number:	<input type="text"/>	Postcode: * <input type="text" value="████"/>
Fax Number:	<input type="text"/>	
Email Address: *	<input type="text" value="etsakiroglou@outlook.com"/>	

Site Address Details

Planning Authority:	<input type="text" value="Renfrewshire Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

property with Title Number REN146068, located in Oakshaw Conservation area, in central Paisley, of Renfrewshire Council, Land to West of Stoney Brae, and East of Brown St, neighboring to South with Oakshaw House no.26 and former Gaelic Church.

Northing	<input type="text" value="664177"/>	Easting	<input type="text" value="247934"/>
----------	-------------------------------------	---------	-------------------------------------

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

☐ Yes ☒ No

Site Area

Please state the site area:

8478.00

Please state the measurement type used:

☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Currently this property is a small isolated enclave that is not in use and is partly derelict

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

☒ Yes ☐ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

☒ Yes ☐ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

10

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

☒ Yes ☐ No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

- ☒ Yes – connecting to public drainage network
☐ No – proposing to make private drainage arrangements
☐ Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

☒ Yes ☐ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

- ☒ Yes
☐ No, using a private water supply
☐ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? *

☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? *

☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? *

☒ Yes ☐ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

☐ Yes ☒ No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013? *

☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

☒ Yes ☐ No

Is any of the land part of an agricultural holding? *

☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Mr Evangelos Tsakiroglou

On behalf of:

Date: 13/06/2018

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☒ No ☐ Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- ☒ Site Layout Plan or Block plan.
- ☒ Elevations.
- ☒ Floor plans.
- ☒ Cross sections.
- ☒ Roof plan.
- ☒ Master Plan/Framework Plan.
- ☒ Landscape plan.
- ☐ Photographs and/or photomontages.
- ☒ Other.

If Other, please specify: * (Max 500 characters)

1) Previous Planning Permission 10-0701-PP 2) Tree Survey 3) Tree Location plan 3) Location Plan for Neighboring properties

Provide copies of the following documents if applicable:

- | | |
|--|--|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr Evangelos Tsakiroglou

Declaration Date: 13/06/2018

Payment Details

Online payment: 548531

Payment date: 13/06/2018 20:18:00

Created: 13/06/2018 20:18

APPELLANT'S SUBMISSIONS

NOTICE OF REVIEW

Under Section 43A(8) Of the Town and Country Planning (SCOTLAND) ACT 1997 (As amended) In Respect of Decisions on Local Developments

The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (SCOTLAND) Regulations 2013

The Town and Country Planning (Appeals) (SCOTLAND) Regulations 2013

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://www.eplanning.scot>

1. Applicant's Details		2. Agent's Details (if any)	
Title	<input type="text" value="Mr."/>	Ref No.	<input type="text"/>
Forename	<input type="text" value="Evangelos"/>	Forename	<input type="text"/>
Surname	<input type="text" value="Tsakiroglou"/>	Surname	<input type="text"/>
Company Name	<input type="text"/>	Company Name	<input type="text"/>
Building No./Name	<input type="text" value=""/>	Building No./Name	<input type="text"/>
Address Line 1	<input type="text" value=""/>	Address Line 1	<input type="text"/>
Address Line 2	<input type="text"/>	Address Line 2	<input type="text"/>
Town/City	<input type="text" value=""/>	Town/City	<input type="text"/>
Postcode	<input type="text" value=""/>	Postcode	<input type="text"/>
Telephone	<input type="text" value=""/>	Telephone	<input type="text"/>
Mobile	<input type="text"/>	Mobile	<input type="text"/>
Fax	<input type="text"/>	Fax	<input type="text"/>
Email	<input type="text" value=""/>	Email	<input type="text"/>
3. Application Details			
Planning authority		<input type="text" value="Renfrewshire Council - Paisley"/>	
Planning authority's application reference number		<input type="text" value="18/0433/PP"/>	
Site address			
<div style="border: 1px solid black; padding: 5px;">Land bordering to the West with Brown Street, bordering to East with old Gaelic graveyard, near Stoney Brae and Hunter street to the East and near Oakshaw Street to the south, Paisley</div>			
Description of proposed development			
<div style="border: 1px solid black; padding: 5px;">Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street / Stoney Brae</div>			

Date of application	14th June 2018	Date of decision (if any)	pending
<p>Note. This notice must be served on the planning authority within three months of the date of decision notice or from the date of expiry of the period allowed for determining the application.</p>			
4. Nature of Application			
Application for planning permission (including householder application)			<input type="checkbox"/>
Application for planning permission in principle			<input checked="" type="checkbox"/>
Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission and/or modification, variation or removal of a planning condition)			<input type="checkbox"/>
Application for approval of matters specified in conditions			<input type="checkbox"/>
5. Reasons for seeking review			
Refusal of application by appointed officer			<input type="checkbox"/>
Failure by appointed officer to determine the application within the period allowed for determination of the application			<input type="checkbox"/>
Conditions imposed on consent by appointed officer			<input checked="" type="checkbox"/>
6. Review procedure			
<p>The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.</p> <p>Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.</p>			
Further written submissions			<input type="checkbox"/>
One or more hearing sessions			<input type="checkbox"/>
Site inspection			<input type="checkbox"/>
Assessment of review documents only, with no further procedure			<input checked="" type="checkbox"/>
<p>If you have marked either of the first 2 options, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing necessary.</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px;"></div>			
7. Site inspection			
In the event that the Local Review Body decides to inspect the review site, in your opinion:			
Can the site be viewed entirely from public land?			<input type="checkbox"/>
Is it possible for the site to be accessed safely, and without barriers to entry?			<input checked="" type="checkbox"/>

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

8. Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

The Council issued Notification of Refusal of Consent on 7th January 2020 on the grounds of "inadequate accessibility and connectivity", however denying us the opportunity for any alternative solutions whatsoever, thus condemning our property (situated in prime location in Oakshaw) to become a useless and abandoned piece of land with serious social impact to local community, where young people presently use to hide to drink alcohol and inject drugs.

Although we proposed several solutions and submitted clear drawings with concise explanations to justify our request for "Consent in Principle" (only), we were however instructed to provide immediately additional Engineering Survey Assessments, not warranted at preliminary phase, not justified in view of Article 21 Agreement concerning detailed design requirements. Since such design details would normally be required for further determination at the next stage, we are hence of the opinion that we are denied the opportunity to move onto the next stage which would fully satisfy all Council and Government regulations, and have thus been treated unfairly, i.e. subject to unnecessary requirements at preliminary stage, with the intent to morally discourage our efforts via economic exhaustion.

To this effect we clarify that we have submitted 3 alternative solutions with detailed drawings that should have sufficed for a "Consent" at least "In Principle", as follows : (a) Swept Path Analysis for Access road from the Gate at end of Stoney Brae, (b) Swept Path Analysis for Access opposite Hunter St, and (c) Proposal for Muster area only for collection of waste material, however all proposed solutions have been rejected subject to additional engineering assessment and without any positive discussion whatsoever.

We consider our submittal to be a very worthy proposal with merit, offering multiple benefits to the local community, and therefore deserving positive consideration. We are fully confident that we will be able at the next stage Article 21 Agreement concerning detailed design requirements, to fully satisfy Council and Government regulations as may determined by the Planning Officer. We thus humbly request the Councils Committee to revisit and review the initial decision. We hope you will be able to reconsider and wish to clarify that are only requesting at this present time for your consent "In-Principle" (only), whereupon that we may proceed to further determination through detailed design development.

Have you raised any matters which were not before the appointed officer at the time your application was determined? Yes ☐ No ☒

If yes, please explain below a) why your are raising new material b) why it was not raised with the appointed officer before your application was determined and c) why you believe it should now be considered with your review.

no new material is raised - here attached are all previous supporting documents

9. List of Documents and Evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review

Please find attached documents to support:

- 1) Table 1 with detailed record of all Review Comments & Responses that proceeded
- 2) Swept Path Analysis
- 3) Visibility Splay & Swept Path Analysis demonstrating safe access from Hunter St
- 4) Layout with 5 Sections demonstrating safe access from Hunter St
- 5) Copy of initial Application
- 6) Refusal of Consent, issued 7th January 2020

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

10. Checklist

Please mark the appropriate boxes to confirm that you have provided all supporting documents and evidence relevant to your review:

Full completion of all parts of this form ☒

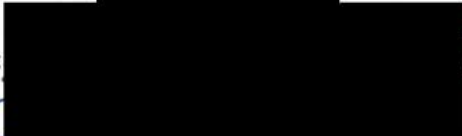
Statement of your reasons for requesting a review ☒

All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review. ☒

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

DECLARATION

I, the applicant/agent hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge

Signature:  Angelos Tsakiroglou Date: 4th February 2020

Any personal data that you have been asked to provide on this form will be held and processed in accordance with Data Protection Legislation.

From: Tsakiroglou George [REDACTED]
Sent: 06 February 2020 13:43
To: Robert Devine
Cc: Evangelos Tsakiroglou
Subject: Re: Town & Country Planning (Scotland) Act 1997; Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013 ("the 2013 Regulations"); Local Review Body Ref: LRB 01.20

Dear Robert

No objection, we are in agreement with your clarifications as stated.

Please proceed as per your latest clarifications

Thank you

George Tsakiroglou

Evangelis Tsakiroglou

On Thu, 6 Feb 2020, 13:37 Robert Devine, [REDACTED] wrote:

I refer to previous correspondence in relation to the Notice of Review (a copy of which is attached) submitted in respect of planning application

18/0433/PP - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley.

As you will note the attached Notice of Review contains a number of inaccuracies which require immediate clarification from you.

Accordingly I shall be obliged if you will authorise that :-

- * The date of the Notice be amended to 4 February 2020 (the date of your email submitting the Notice) ;
- * The Notice be amended to record that the application has been refused (rather than that the decision is pending as it currently states) ;
- * The reason for requesting the Review is in terms of the decision made (rather than the conditions imposed as currently indicated in the Notice).

On receipt of your response the Notice of Review will be progressed accordingly

Regards

Robert Devine

Senior Committee Services Officer

Renfrewshire Council

Renfrewshire House

Cotton Street

Paisley

[REDACTED]

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. Renfrewshire Council may, in accordance with the Telecommunications(Lawful

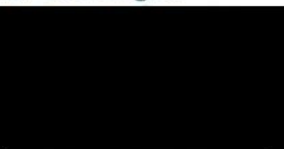
Business Practice) (Interception of Communications) Regulations 2000, intercept e-mail messages for the purpose of monitoring or keeping a record of communications on the Council's system. If a message contains inappropriate dialogue it will automatically be intercepted by the Council's Internal Audit section who will decide whether or not the e-mail should be onwardly transmitted to the intended recipient(s).

adecnot.pdf  Download  Print  Save to OneDrive

My Ref:
Contact: Graham Westwater
Telephone: 0141 618 7887
Email: dc@renfrewshire.gov.uk
Date: 07/01/2020



Mr Tsakiroglou



Proposal: Erection of four detached dwelling houses, formation of access road and associated parking.
Location: Land to East of Brown Street, Stoney Brae, Paisley
Application No. 18/0433/PP

Dear Sir/Madam


NOTIFICATION OF REFUSAL OF CONSENT

The Council has decided to refuse your application, details of which are given above. I enclose a decision notice which provides details of the reasons for refusal. I also enclose a copy of your submitted plans duly endorsed.

You have the right to seek a review of this decision by submitting a Notice of Review within three months from the date of the decision notice to the Head of Corporate Governance, Renfrewshire House, Cotton Street, Paisley PA1 1TR. The Notice of Review form and guidance is available on the Council's website or by contacting Legal & Democratic Services.

Yours faithfully,



 Fraser Carlin
Head of Planning and Housing

PAPER APART

TERMS AND CONDITIONS

- 1 That the proposed means of access to the site is considered to be unsafe for vehicles to access and egress the site, posing a risk to pedestrian and road safety.
- 2 That the proposals are contrary to Policy I1 - Connecting Places given the inadequacy of good accessibility and connectivity to/from the site to the surrounding area.



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

1. If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning Act (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Head of Legal and Democratic Services, Renfrewshire House, Cotton Street, Paisley PA1 1PR.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Print Version

Close Window

Print

Summary

Reference	18/0433/PP
Alternative Reference	100114067-001
Application Received	Thu 14 Jun 2018
Address	Land to East of Brown Street, Stoney Brae, Paisley
Proposal	Erection of four detached dwelling houses, formation of access road and associated parking.
Status	Registered
Appeal Decision	Not Available

Further Information

Application Type	Planning Permission-Full
Expected Decision Level	Delegated
Case Officer	Graham Westwater
Parish	PAISLEY WEST & CENTRAL C.Council
Ward	4 - Paisley Northwest
Applicant Name	Mr Evangelos Tsakiroglou
Applicant Address	

Environmental Assessment Requested No

Important Dates

Application Received Date	Thu 14 Jun 2018
Application Validated Date	Tue 03 Jul 2018
Expiry Date	Mon 03 Sep 2018
Actual Committee Date	Not Available
Latest Neighbour Consultation Date	Fri 27 Jul 2018
Neighbour Consultation Expiry Date	Sat 28 Jul 2018
Standard Consultation Date	Not Available
Standard Consultation Expiry Date	Sat 28 Jul 2018
Last Advertised In Press Date	Wed 11 Jul 2018
Latest Advertisement Expiry Date	Sat 28 Jul 2018
Last Site Notice Posted Date	Not Available

FOR PLANNING APPLICATION 18/0433/PP - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

TABLE 1 – 24.07.2019 / Requirements from Roads Planning Officer

Initial Comments issued by Roads Planning Officer per email 24th June 2019	Response by Owner/ Developer Submitted 24 th July 2019	Roads Department Response received 21-9-19
<p>1. "... Before I can proceed, I need vertical alignment information including an assessment to demonstrate that a high sided vehicle such as a bin lorry will not tip over when making the maneuver..."</p>	<p>1. To demonstrate that high sided vehicles such as a bin lorry will not tip over when making the maneuver, we are providing here our revised Drawing A4187 No.2 Revision A, with <u>Swept Path Analysis</u>, and including <u>5 additional Sections</u>, taken at the entrance junction with Hunter St, which demonstrate the following:</p> <p>1.1. the new proposed junction allows the Bin Lorries to enter directly into the Old Graveyard from Hunter St., which means that the Bin Lorry will not need to descend down Stoney Brae and will not need to turn 90 degrees left, but instead will enter directly into the site entrance opposite Hunter St., therefore high sided Bin Lorries will not tip over when making the maneuver.</p> <p>1.2. <u>All centerlines follow in parallel with natural contour lines and thus achieve less than 8% or (1:12) gradient, shown with Longitudinal Section E-E', along centerline at junction with Hunter St. The gradients range from 5% to 6.2% max, not exceeding 8% or (1:12) in compliance with National Road guidelines.</u></p> <p>1.3. At the proposed junction with Hunter St., the cross-fall gradients along <u>Sections A-A', B-B' and C-C'</u> in likewise range from 4% to 6.2% max, and do not exceed at any point that of 8 %, in line with National Road guidelines.</p> <p>1.4. At the entrance point to the old Graveyard, the Crossfall of the internal road smoothens out to 2.5% or (1:40) with <u>Section D-</u></p>	<p>No sections are shown on Drawing A4187 No.2 Rev. A</p> <p>The is insufficient information on the drawing to demonstrate or prove this</p> <p>There is no level information on the drawings only contour lines which re inaccurate as they continue over retaining walls with no change in level shown whilst there is obvious change in levels on site – Until detailed levels are shown no further comment can be made</p> <p>No sections are shown- perhaps these are on another drawing</p>

	<p><u>D'</u> and continues internally along natural Contour lines, and complies with National Road guidelines</p> <p>1.5. We believe that these 5 Section drawings suffice as assessment to prove that the access is safe for the Bin Lorries and Fire Appliances, since</p> <p>1.6. However, if so required can provide additionally a <u>Static Calculation Report</u> to demonstrate that the center of gravity of high sided Bin Lorry will never reach tipping level, regardless of maximum load conditions.</p> <p>1.7. As a contingency we are prepared to consider the alternative option to create a collection area directly at the entrance point, with suitable maneuvering space (i.e. Muster point) and to have the residents collect all their rubbish and refuse there. In this case the Bin Lorries will exit without entering further into our property, thus avoiding any hypothetical risk.</p> <p>1.8. Additionally, we are willing to provide a Legal Undertaking letter to this effect, confirming our proposed access road is perfectly safe for all types of vehicles, including large sided vehicles, to fully cover intended liabilities.</p> <p>1.9. We consider that further engineering assessment other than the above, is not warranted at this present phase, bearing in mind, that <u>Section 21</u> details do not have to be provided until after Planning Consent is granted. Further details will be submitted as a "Roads Construction Consent Application" as is requested per Item. No3 of Pre-Conditions for Planning Permission 10/0701/pp, issued 2011</p>	<p>Details of the limitations of the crossfall that service vehicles can traverse are needed. These should be demonstrated not to be being exceeded. No such information is available</p> <p>Fire trucks still need access and bins need to be within 25m of the premises</p> <p>No Need- quite happy to have it demonstrated on paper</p>
--	--	--

<p>2. “... Before though considering vehicles, we need to consider pedestrians and I would also need to see a footway being proposed on the south side of the new junction ...”</p>	<p>Separate 2m Footways are provided either side along the full length of the access entrance road, both to the North and to the South, as depicted on our revised <u>Drawing A4187 No.2 Rev. A</u>, here attached</p>	<p>Drawing A4187 No.2 Rev. A shows a discontinuous footway only on the north side terminating at plot1</p>
<p>3. “... I additionally reiterate that confirmation of the 35m forward sightline comes from would be nice...”</p>	<p><u>This Visibility Requirement was requested per email received 22nd January 2019, as a pre-requisite for at least 20m clear sightline – see stated below Table 4 item No10, as Pre-Condition for previously approved Planning Permission 10/0701/pp, (2011):</u></p> <p><i>“... A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed...”</i></p> <p>3.1. Since our present development plan is an exact reproduction of this initially approved Permit 10/0701 (with improvement to the entrance road access), therefore this visibility condition was carried over as a standing requirement.</p> <p>3.2. To justify in lay-terms a 35-meter clear line of visibility is considered a safe warning distance for vehicles travelling at 28mph. Moreover, in this location, from a practical point of view, vehicles are not able to travel at a speed of 28 mph, since this is a historical area with cobble paved avenues, and not a main traffic route. Since speed limit is restricted, hence 35-meter visibility line is considered sufficient for vehicles exiting the site access.</p>	<p>35m forward visibility is noted in drg Drawing A4187 No.1 Rev. A- no further comment</p>

	<p>3.3. As demonstrated in our Drawing (A4187-No.1, attached) a clear line of vision is feasible well beyond that of 35-meters towards the east with Hunter St. which is the main access route. Likewise, a 35-meter line of vision is clear for private vehicles exiting to the north passing under the Railway bridge.</p> <p>3.4. We need to highlight that the Council's Bin Lorries will never exit to the north to the Railway bridge since this bridge has a height restriction of 2.5 m and therefore cannot be accessed by heavy trucks or high lorries, and this should weigh accordingly, when considering visibility requirements.</p>	
<p>4. "... In respect of sightlines please note the standard that a distance of 1.5m off the herb should be measured to. This I see isn't being achieved on your drawing because of the adjacent wall to the left nor to the right because of the retaining wall of the car park opposite..."</p>	<p>We also need to highlight that the visibility restrictions mentioned due adjacent walls have been removed per our revised Drawing <u>A4187 No.2 Rev. A</u>, and Drawing titled <u>VISIBILITY SPLAY</u>, since the main access is shifted to the south, and passing directly inside the old Graveyard, with clear visibility directly in front of Hunter St.</p> <p>Additionally, the old gate is removed and the bell-mouth is adjusted accordingly with entrance <u>5.5m wide and 6.0m radius entrance</u> and therefore all obstacles to sightlines have been removed allowing clear visibility for vehicles approaching the existing into the site, therefore the visibility and sightlines issues are now successfully resolved.</p>	
<p>5. "... And demonstration that the design can be in</p>	<p>5.1. The Road Layout drawings has been shown in accordance with Designing Streets National Guidelines i.e. 5.5m wide, with 6.0m radius entrance, including gradients and cross-sections including Gradients as already detailed in paragraph No. 1</p>	<p>Before further comment can be given long sections of the centerline of the road and wheel lines of a vehicle travelling from Hunter st to the new development are</p>

<p>accordance with designing streets and the national guidelines - not that it will be which isn't satisfactory for planning purposes in this case as it is unlikely it can be achieved..."</p>	<p>above. The Layout drawing however as per our obligation does <u>not</u> constitute full details that would be required for a <u>Section 21</u> agreement, which will be required eventually. It is hence noted <u>Section 21</u> details do not have to be provided until after Planning Consent is granted and not warranted at this present stage.</p> <p>5.2. We have effectively relocated the main access entrance per the Council's recommendation to pass directly inside the old graveyard so as to secure safe gradients for all types of vehicles (with less than 8% gradient in longitudinal direction and 1:16 to 1:40 in the lateral direction) as depicted in our revised Drawing <u>A4187 No.2 Rev. A.</u> It is noted that final road profile, with detailed cross-sections and gradients are subject to detailed design development to receive final approval at the Planning Permit stage, which will also be duly submitted as "<u>Roads Construction Consent Application</u>" as requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011).</p> <p>5.3. The detailed information submitted so far is sufficient to demonstrate the road layout is correct and workable and feasible to be constructed to the required Authority standards and regulations, subject to further detailed design and shop drawing development that normally is commissioned <u>after</u> receiving the Council's Planning consent.</p>	<p>required and will need to demonstrate there is not a risk of overturning or grounding</p> <p>The council have not recommended the routing of this road within the graveyard rather have suggested it is likely the only option if access is to be taken to the proposed development plots. The acceptability of this proposal is not presently under consideration. Only if it is possible in engineering terms is being considered</p> <p>It is not unusual that nearly all the roads design is required at planning stage, especially when it is considered very difficult or complicated to do.</p> <p>There is currently insufficient roads detail for a recommendation to proceed to be given</p>
---	---	---

TABLE 2 – 14.02.2019 / Requirements from Roads Planning Officer

Review Comment by Roads Planning Officer with Email received 14th February 2019	Response from Developer	
1. "... the pedestrian path to Brown st – I now needs to be shown how you will overcome the 2m or so level difference between your site and Brown St..."	<p>As was previously discussed this was agreed to be a stepped footpath exiting to Brown Street, as demonstrated with attached Sketch</p> <p>The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m.</p> <p>that stepped path will not require more than 6 to 7 steps since the height difference does not exceed that of 1.20 m</p>	Details of the path and a ramped DDA compliant alternative route are required. It may be that a DDA compliant path can't be practically achieved. A recommendation can only be given when a detailed proposal is received
2. "... separate 2 m footway..."	Separate 2m Footways are provided either side along the full length of the access entrance road, as depicted on revised Drawing A4187 Rev. A, here attached	Not on the accompanying plans unfortunately
3. "... can I now see a long section showing the route is less than 1/12 or 8%..."	we are providing here attached a Long Section as requested for 2 nd access exit to the West side of the property exiting to Brown St. to demonstrate	Not on the accompanying information
4. "... appears ok horizontally but I still need swept paths and as above long sections of the centerlines and wheel lines..."	COMPLIED - ACKNOWLEDGED	No further comment
"... gates and stop line are now removed..."	COMPLIED - ACKNOWLEDGED	No further comment

4. "... swept paths still outstanding..."	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	No further comment
5. "... please confirm if it is the intention to link the footways shown in sketches 1 and 3 as it seems to be missing in sketch 2	YES, that is the correct intention	
6. "... Graham will need to provide drawings 10/0701 as I don't have them as they relate to planning permission...."	COMPLIED - PROVIDED attached with our Initial Application	
7. "... You may wish to note though that whilst this earlier proposal gained planning permission it never gained roads permissions as it could not meet the councils or national development roads guidelines..."	<p>COMPLIED:</p> <ul style="list-style-type: none"> a) We fully comply with the National Road guidelines, per our revised <u>Drawing A4187 No.2 Rev. A</u>, where have shifted the main access directly in front of Hunter St. to follow in parallel with natural contour lines and thus achieve less that 8% or (1:12) gradient b) The provided Cross sections and Log Section specifically demonstrate that the Cross fall does not exceed at any point that of 1:16, while the Longitudinal gradient along the centerline does not exceed 8% or (1:12) c) We confirm that additionally will submit <u>Roads Construction Consent Application with detailed design drawings will be submitted separately</u> as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011) – not required at this stage 	

TABLE 3 – 22.01.2019 / Initial Requirements per Roads Planning Officer

Review Comment by Roads Planning Officer with Email received 22nd January 2019	Response form Developer	
1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighboring houses will have a security issue.	<p>As discussed, this will be a stepped footpath, demonstrated with attached Sketch, exiting to Brown Street.</p> <p>The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m.</p> <p>that stepped path will not require more than 7 steps since the height difference does not exceed that of 1.20 m</p>	
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively, a separate footway should be provided	AGREED – ACKNOWLEDGED to be provided	
3. The junction design onto Hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3-axel bin lorry conforming to the council's specification.	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	

4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)	CONFIRMED	

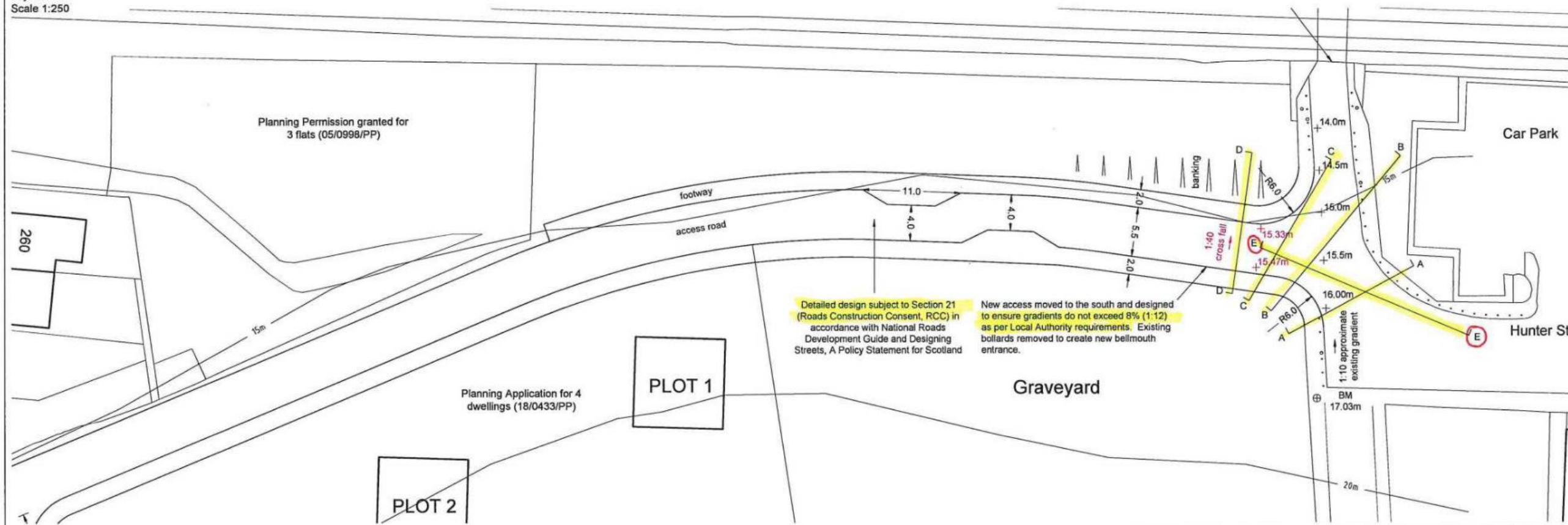
TABLE 4 – Pre-Conditions on previously approved Planning Permission 10/0701/pp, issued in 2011:

Pre-Conditions requested for 10/0701/pp Received with Email received 22nd January 2019	Response from Developer	
1. The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	

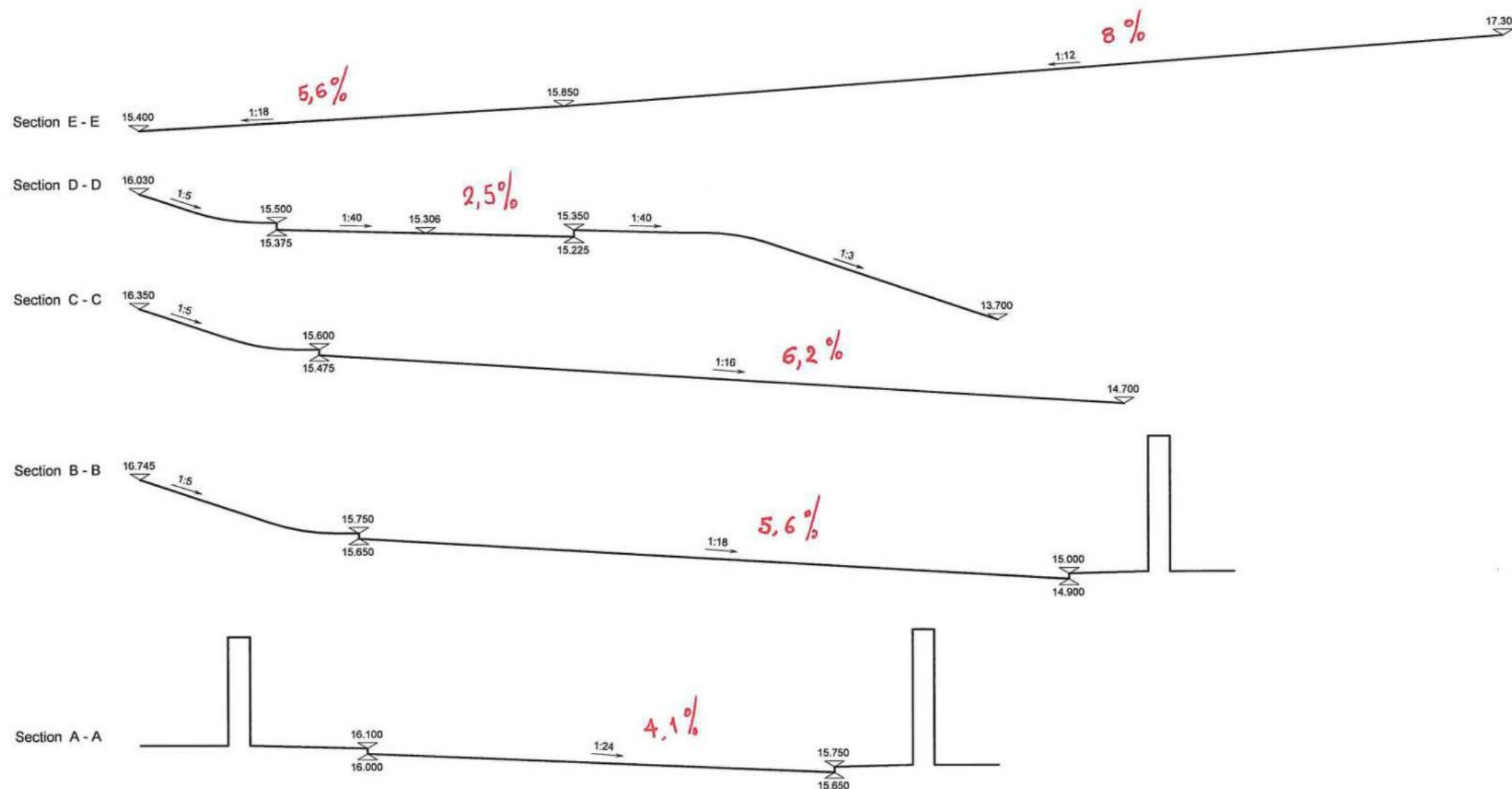
access the development including a swept path analysis of a 12m long refuse vehicle		
2. The junction shall be formed generally in accordance with the council's guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	
3. A roads construction consent application will be required to authorize the construction of the internal road, footway and lighting layout	<p>a) The Final Road profile, with detailed cross-sections and gradients subject to detailed design development to receive final approval will be duly submitted for the Roads Construction Consent Application as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011)</p> <p>b) In addition, a Section 56 agreement will be required for all works carried out within the Public Road.</p>	c)
4. min sightlines of 2.5x35x1.05m are required,	COMPLIED – PROVIDED SEE DRAWING TITLED VISIBILITY SPLAY ATTACHED	
5. Water shall be trapped and contained within the site so as not to drain onto the public road	AGREED – ACKNOWLEDGED to be provided	
6. Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times	COMPLIED - PROVIDED	
7. A stop sign on Hunter St is not acceptable	COMPLIED - PROVIDED	

8. 3 nos. visitors parking bays will be required for this level of development.	COMPLIED - PROVIDED	
9. Garages must be set back a minimum of 6m from the edge of the carriageway	COMPLIED - PROVIDED	
10. A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed)	COMPLIED – PROVIDED SEE DRAWING TITLED VISIBILITY SPLAY ATTACHED	
11. A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.	COMPLIED - PROVIDED	
12. The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.	COMPLIED - PROVIDED	
13. There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.	AGREED – ACKNOWLEDGED to be provided	
14. A Section 56 agreement will be required for all works carried out within the Public Road.	AGREED – ACKNOWLEDGED to be provided	

Layout Plan
Scale 1:250



Cross Sections
Scale 1:50



© Encon Associates - DISCLAIMER:

This drawing is copyright and shall not be reproduced or used for any other purpose without the written permission of Encon Associates. This drawing must be read in conjunction with all other related drawings and documentation. It is the contractor's responsibility to ensure full compliance with the relevant Regulations. No technical approval has been obtained from the relevant Authorities. It should be understood that all drawings issued are PRELIMINARY and NOT for Construction. Should the contractor start site work prior to approval being given, it is entirely at his own risk. Do not scale from this drawing, use figured dimensions only. It is the contractor's responsibility to check and verify all dimensions on site. Any discrepancies to be reported to Encon Associates immediately. All survey information is provided by the surveying company and Encon Associates cannot accept any liability for any discrepancies there in. All survey information to be verified on site by Contractor. For our Standard Terms and Conditions, please visit www.enconassociates.co.uk/terms. Alternatively, a hard copy can be posted to you.

Notes:

These cross sections have been produced in accordance with the following:

- This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site with contours and spot levels.

KEY:

- +15.47 Proposed levels and gradients
- +15.47 Existing levels and gradients
- 15m Existing contours
- BM 17.03m Existing Benchmark (BM)

A 18.07.19 Section E-E added and minor amendments MJB GLM

Rev	Date	Description	Drawn	Checked

Client
Evangelos Tsakiroglou

Project
Erection of Four 2 Storey Dwellings
West of Stoney Brae
Paisley, Renfrewshire

Title
Highways Layout &
Cross Sections

Drawing Status
FOR PLANNING APPROVAL

Drawn	MJB	Checked	GM

Date	25.03.19	Scale (A1)	1:250

encon
associates
10 Chapel Lane
Arnold
Nottingham
NG5 7DR
Tel: 0115 967 55 99 Email: enquiries@enconassociates.co.uk Web: www.enconassociates.co.uk

Environmental Consultants to the Construction Industry
BREEAM Code for Sustainable Homes Assessors Landscape Architecture Highway Engineers
Life Cycle Costing Energy Assessments SAP EPC BER BER Daylight Calculations

Job Number	Drawing Number	Rev
A4187	02	A

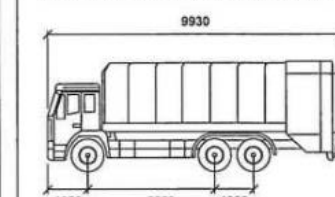
☐ This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of Encon Associates, Inc. This drawing must be used in conjunction with all other related drawings and documentation. It is the contractor's responsibility to ensure full compliance with the relevant regulatory legislation.

☐ Written technical approval has been obtained from the relevant Authorities. It should be understood that all drawings issued are PRELIMINARY and NOT for construction. The contractor shall ensure that all approved drawings are clearly and fully identified on each set. Do not scale from this drawing, use figured dimensions only or rely on contractors responsibility to check and verify all dimensions on site. All discrepancies to be reported to Encon Associates immediately. All survey information to be included on the submitted drawings. The contractor shall accept full responsibility for any discrepancies there in. All survey information to be verified on site.

☐ Controller ☐ For our Standard Terms and Conditions, please visit www.enconassociates.co.uk/terms Alternatively, a hard copy can be posted to you.

This Swept Path Analysis has been produced in accordance with the following:

1. This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site.
2. The analysis has been carried out using the software program AutoTURN 9.1 with the following vehicle:



VULTURE 2225

Height	: 3749
Width	: 2490
Track	: 2490
Lock to Lock Time	: 4.0s
Wall to Wall Turning Radius	: 9100

3. The swept path analysis demonstrates that the highway layout is suitable for the above vehicle to enter and exit the site in a forward gear without conflicting with any structures or kerbs.
4. Visibility plays have been measured at 2.4m x 35m as per Council requirements, from the centreline of the proposed access, as per Design Manual for Roads and Bridges guidance.

Rev	Date	Description	Drawn	Chk
-----	------	-------------	-------	-----

Client	Evangelos Tsakiroglou
--------	-----------------------

Project
Erection of Four 2 Storey Dwellings
West of Stoney Brae
Paisley, Renfrewshire

Title	Highways Layout & Swept Path Analysis
-------	---------------------------------------

Drawing Status
FOR PLANNING APPROVAL

Drawn	MJR	Checked	CM
-------	-----	---------	----

Date	25.03.19	Scale (A1)	1:250
------	----------	------------	-------



encon
associates

Environmental Consultants to the Construction Industry

■ BREITAM ■ Code for Sustainable Homes Assessment ■ Landscape Architecture ■ High
■ Life Cycle Costing ■ Energy Assessment ■ SAP ■ EPC ■ SBOM ■ Budget Cuts

Job Number	Drawing Number
------------	----------------

A4187	02
-------	----

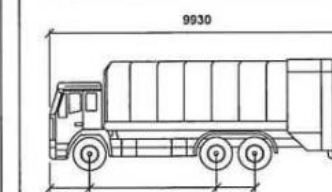
A4107	02
-------	----



■ This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of Encon Associates. ■ This drawing is the property of Encon Associates and shall remain the property of Encon Associates. ■ The contractor is responsible to ensure full compliance with the drawing regulations. ■ Technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are PRELIMINARY and NOT for Construction. ■ Should the contractor start site work prior to approval being given, it is solely at their own risk. ■ Do not scale from this drawing. Use dimensioned dimensions only. ■ It is the contractor's responsibility to check and verify all dimensions on site. ■ Any discrepancies to be reported to Encon Associates immediately. ■ All survey information is provided by the surveying company and Encon Associates cannot accept any liability for any discrepancies there in. ■ All survey information to be verified on site. ■ For further information contact Encon Associates on 01452 850000 or visit our website www.encon-associates.co.uk/encon. ■ Alternatively, a hard copy can be posted to:

This Swept Path Analysis has been produced in accordance with the following:

1. This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site.
2. The analysis has been carried out using the software program AutoTURN 9.1 with the following vehicle:



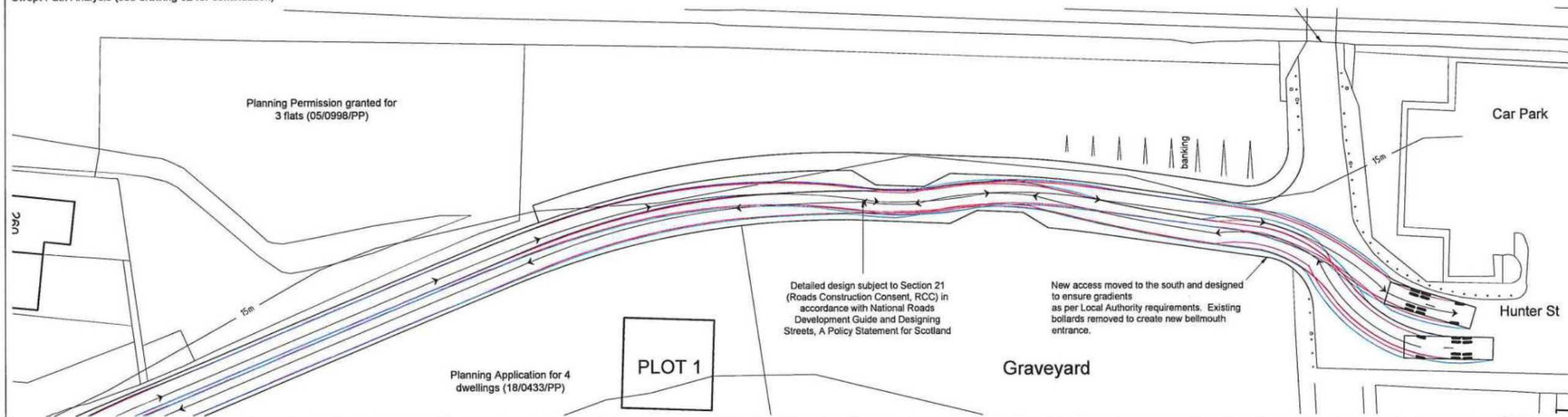
VULTURE 2225	mm
Height	: 3749
Width	: 2490
Track	: 2490
Lock to Lock Time	: 4.0s
Wall to Wall Turning Radius	: 9100

- Tracking lines of vehicle wheels
 - Tracking lines of vehicle body
3. The swept path analysis demonstrates that the highway layout is suitable for the above vehicle to enter and exit the site in a forward gear without conflicting with any structures or kerbs.
 4. Visibility splay has been measured at 2.4m x 35m as per Council requirements, from the centreline of the proposed access, as per SCOTS National Road Development Guide and Designing for Streets.

KEY:

- 35.0m visibility splay
- +15.47 Proposed levels and gradients
- +15.47 Existing levels and gradients
- 15m — Existing contours
- ⊕ BM Existing Benchmark (BM)

Swept Path Analysis (see drawing 02 for continuation)



6	06/05/18	Amended in line with Board comments	14/20	C
---	----------	-------------------------------------	-------	---

Rev	Date	Description	Drawn	City
-----	------	-------------	-------	------

Client	Evangelos Tsakiroglou
--------	-----------------------

Project
Erection of Four 2 Storey Dwellings
West of Stoney Brae
Paisley, Renfrewshire

Title	Highways Layout, Visibility Splays & Swept Path Analysis
-------	--

Drawing Status
FOR PLANNING APPROVAL

Drawn	MJR	Checked	GM
-------	-----	---------	----

Date	25.03.19	Scale (A1)	1:250
------	----------	------------	-------



10 Chapel
An
Notting
NG5

Environmental Consultants to the Construction Industry

Job Number	Drawing Number
------------	----------------

A4183	01
-------	----

