

# Planning Application: Supplementary Report



Reference No. 22/0345/PP

Renfrewshire  
Council

## KEY INFORMATION

**Ward:** (1) Renfrew  
North & Braehead

**Applicant:**  
Bellway Homes Limited  
(Scotland West)

**Registered:**  
23 May 2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of residential development comprising eighty flats and thirty-nine dwellinghouses and formation of roads, infrastructure, open space amenity.

**LOCATION:** Site On Southern Edge Of Roundabout Junction With Laymoor Avenue, King's Inch Road, Renfrew

**APPLICATION FOR:** Full Planning Permission

**This supplementary report should be read together with the original report of handling considered by the Planning and Climate Change Policy Board on 23 August 2022.**

## BACKGROUND

The Planning and Climate Change Policy Board at its meeting on 23 August 2022 considered the attached report of handling and decided to continue the consideration of the report to allow a site visit to take place and to allow further clarification on the proposed mechanism for delivering affordable housing to be provided. The detailed assessment of the proposed development is included in the attached report of handling.

## SITE VISIT

A site visit took place on the 11 October 2022 and those members attending viewed the application site and its surroundings.

The site visit was conducted in accordance with the Protocol for Site Visits (22 May 2018) and members attending did not discuss the merits of the proposal.

## SUPPLEMENTARY REPORT

The applicant proposes to provide thirty-two units for affordable housing (27% of the overall unit numbers proposed for the site) which would be secured through a S75 Agreement to ensure these homes remain affordable for their lifetime. This would ensure this housing would be sold at 15% below market value for this site and the area. Purchasers would be required to confirm that it is their sole residence and that it would not be sublet. Selection would then be based on the purchasers' locational requirements and compliance with affordability criteria.

This style of affordable housing mechanism was the agreed solution for the delivery of affordable homes by the same

## RECOMMENDATION

Disposed to grant subject to the conclusion of a Section 75 legal agreement and conditions

Alasdair Morrison  
Head of Economy &  
Development

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developer at their site further along King's Inch Road. The applicant has advised that levels of interest for these dwellings have been good with 25 of the 31 released units being reserved. This has been for the period up to 31<sup>st</sup> August, with further releases being due shortly. In addition to the ongoing development at King's Inch Road the applicant has advised that this mechanism has been used on another site located within East Renfrewshire and take up levels there were found to be broadly similar to King's Inch Road. It has also been advised that the applicant is seeking to use this mechanism for a further site in East Ayrshire.

## **CONCLUSION AND RECOMMENDATION**

It is considered that this form of delivery for affordable housing is acceptable, meets council policy and allows a form of development to come forward that is needed. The assessment of the proposed development, as detailed in the attached report of handling, and the additional information submitted supports the approval of the development and it is recommended that planning permission be granted subject to conditions and the conclusion of the Section 75 Agreement.

A Section 75 Agreement requires to be concluded to secure financial contributions in relation to affordable housing provision.

For clarity the recommendation with reasons and conditions is set out below:

### **Reason for Decision**

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

### **Conditions**

1. 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

2. Prior to occupation of any unit within an identified phase of development, the developer shall submit for the written approval of the Planning Authority:
  - a) a Verification Report confirming completion of the works specified within the

approved Remediation Strategy for that phase of development; or

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

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

3. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

These details shall include, the species, number and spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

4. That prior to the commencement of development, details of the location, height and materials of all new boundary fences, gates or other means of enclosure (including around the existing substation) shall be submitted to the Planning Authority for written approval.

Reason: In the interests of visual and residential amenity.

5. That before any of the dwellinghouses situated on a site upon which a fence is to be erected is occupied, the fence, or wall, for which the permission of the Planning Authority has been obtained under the terms of condition 4 above, shall be erected.

Reason: To safeguard the amenity of future residents.

6. That prior to occupation of the last dwellinghouse/flat within the development hereby permitted, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, hereby approved shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of amenity.

7. Notwithstanding the consent hereby given, the developer shall ensure the mitigation measures contained in Section 6.2, pages 28 and 29 and the acoustic barrier discussed in Section 5.2, pages 20 and 21, paragraph 11, of the approved Noise Impact Assessment produced by Envirocentre on behalf of Bellway Homes – Titled - Acoustic Report: Laymoor Avenue Noise Impact Assessment dated 9 May 2022 shall be implemented and complied with during construction and for the lifetime of the development.

Reason: In the interests of residential amenity.

8. Parking for the dwellinghouses hereby approved shall be provided as per the National Roads Development Guide as shown in the table below provided within the supporting Transport Assessment prior to completion of the overall development.

Use	SCOTS Standards	
	Level of Provision	Visitor Parking
Residential: 1 Bedroom	1 space per dwelling	0.25 spaces per dwelling
Residential: 2-3 Bedroom	2 spaces per dwelling	
Residential: 4 Bedrooms +	3 spaces per dwelling	

Reason: In the interests of traffic and pedestrian safety.

- The existing signalised crossing on Kings Inch Road (south east of the Kings Inch Road roundabout) shall be upgraded to accommodate the increase in pedestrians using the crossing as stated within the TA prior to completion of the overall development.

Reason: In the interests of traffic and pedestrian safety.

- Prior to the commencement of any construction works on site the developer shall submit for the written approval of the Planning Authority a servicing plan to demonstrate how Block 1, Block 2 and Plots 28-31 can be safely serviced. A new access to serve Plots 28-31 shall also demonstrate no issues with forward visibility for vehicles turning right into the access.

Reason: In the interests of traffic and pedestrian safety.

- All access's and driveways shall be formed as per the National Roads Development Guide prior to occupation or use of that element of the development.

Reason: In the interests of traffic and pedestrian safety.

- Prior to the commencement of construction works on any dwellinghouse, the developer shall provide for the written approval of the Planning Authority full details the Locally Equipped Play Area (LEAP) hereby approved. The details shall demonstrate that the layout, access and equipment are suitable for use by children of all abilities and that an appropriate number of inclusive items of play equipment are installed. Thereafter, prior to occupation of the final residential unit, hereby approved, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved. Maintenance of the play area finally approved, shall be in accordance with a scheme to be agreed between the developer and the individual occupiers of the development or a factor appointed to act on their behalf.

Reason: In the interests of residential amenity.

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 Maria Porch on 07483 370672



### KEY INFORMATION

**Ward:** (1) Renfrew North & Braehead

**Applicant:**  
Bellway Homes Limited (Scotland West)

**Registered:**  
23 May 2022

**PROSPECTIVE PROPOSAL:** Erection of residential development comprising eighty flats and thirty nine dwellinghouses and formation of roads, infrastructure, open space amenity.

**LOCATION:** Site On Southern Edge Of Roundabout Junction With Laymoor Avenue, King's Inch Road, Renfrew

**APPLICATION FOR:** Full Planning Permission



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### RECOMMENDATION

Disposed to grant subject to the conclusion of a Section 75 legal agreement and conditions

### IDENTIFIED KEY ISSUES

- The application site is identified by Policy P1 of the Adopted Renfrewshire Local Development Plan (2021).
- Eight representations have been received which relate to access arrangements and additional traffic as a result of the development; the type of development proposed; availability of services; displacement of wildlife; attraction of vermin; and ownership.
- There have been no objections from consultees.
- The proposals are considered to be compliant with the relevant policies and guidance of the Local Development Plan, utilising a brownfield site for the purpose of regeneration and provision of affordable homes.

Alasdair Morrison  
Head of Economy & Development

REPORT OF HANDLING FOR APPLICATION 22/0345/PP

SITE ADDRESS	Site On Southern Edge Of Roundabout Junction With Laymoor Avenue, King's Inch Road, Renfrew
PROPOSAL	Erection of residential development comprising eighty flats and thirty nine dwellinghouses and formation of roads, infrastructure, open space amenity
RECOMMENDATION	Disposed to grant subject to the conclusion of a Section 75 legal agreement and conditions

PROPOSALS	<p>Planning permission is sought for the erection of thirty nine dwellinghouses and eighty flats (27% of which are proposed to be affordable), with associated access, infrastructure and open space at land on the southern edge of the roundabout junction with Laymoor Avenue and King's Inch Road, Renfrew.</p> <p>The application site extends to approximately 2.59 hectares and is currently cleared brownfield land.</p> <p>The proposals seek to erect a mixture of terraced, semi-detached and detached dwellings throughout, with flats proposed to the frontage at King's Inch Road. The proposed flats would reach a maximum height of four storeys.</p> <p>Pedestrian and cycle linkages are proposed at several locations throughout the site to existing development and amenity space.</p> <p>Vehicular access to the development would be via the existing road opening on Laymoor Avenue.</p> <p>The site is bordered by residential development to the north west, Howdens factory to the south and Braehead Shopping Centre car parks to the north east, east and south east. Electrical substations to serve Braehead are positioned, on the same side of King's Inch Road to the proposal and the proposed development takes cognisance of these in the overall design.</p>
SITE HISTORY	<p>Application No: 22/0098/PP Description: Change of use of car parking spaces and landscaping to car wash and valet, siting of portakabin and erection of canopy Decision: Granted subject to conditions.</p> <p>Application No: 22/0356/PP Description: External alterations including the installation of service gantry to existing service yard, formation of two doors to east elevation and removal of existing billboard Decision: Withdrawn</p>
CONSULTATIONS	<p><b>Communities &amp; Housing Services - (Environmental Protection Team)</b> – No objection subject to conditions.</p> <p><b>Chief Executive's Service (Roads Development)</b> – No objection</p>

	<p>subject to conditions</p> <p><b>Children’s Services</b> – No objections or contribution required.</p> <p><b>Glasgow Airport Safeguarding</b> - No objection subject to conditions.</p> <p><b>SEPA</b> – No objections.</p> <p><b>Scottish Water</b> - No objection.</p> <p><b>NATS</b> - No objection.</p>
<p>REPRESENTATIONS</p>	<p>Eight representations have been received which object to the proposed development. The issues raised are summarised as follows:</p> <p>1. Traffic system can’t handle the additional traffic brought by further housing, resulting in safety issues. Traffic will discourage people from using the facilities already in place at Braehead. Would encourage an additional access point onto King’s Inch Road.</p> <p>Response – Conditions have been proposed following consideration by Roads Development of the proposals to ensure compliance with the relevant policies and guidance.</p> <p>2. The location of the site would be better suited for industrial or commercial development.</p> <p>Response: Each application is considered on its own merit as submitted for suitability.</p> <p>3. Council services already stretched, with further housing likely to cause further impact.</p> <p>Response: Noted and consultation comments addressed in this regard.</p> <p>4. Appropriate infrastructure and services require to be in place. Insufficient GP surgeries, dentists and education and nursery provision in area for further development of this nature.</p> <p>Response: Noted and consultation comments addressed in this regard.</p> <p>5. Renfrew will benefit nothing from further housing at the scale or type of units proposed.</p> <p>Response: Opinion noted.</p> <p>6. Building works will cause disturbance to local area.</p> <p>Response: Noted, however this would not be a long term impact on the wider area which would require mitigation measures to be implemented.</p>

	<p>7. Loss of green space and displacement of wildlife.</p> <p>Response: Noted and regulated via alternative legislation which the applicant is aware of in order to obtain the relevant licences.</p> <p>8. Development likely to see an influx of rats just like the development further along the road.</p> <p>Response: Comments noted and to be addressed by Environmental Protection should this become an issue.</p> <p>9. Renfrew needs more green spaces not houses.</p> <p>Response: Each application is considered on its own merits as submitted for suitability.</p> <p>10. Boundary requires to be clarified as existing fencing is in ownership of another party.</p> <p>Response: Applicant has confirmed that they shall not extend development outwith the land in their ownership in order to deliver the development.</p>
DEVELOPMENT PLAN POLICIES	<p><b>Renfrewshire Local Development Plan (2021)</b>  Policy P1: Renfrewshire's Places  Policy P3: Housing Mix and Affordable Housing  Policy I1: Connecting Places  Policy I3: Flooding and Drainage  Policy I7: Renewable and Low Carbon Energy Developments  Policy I5: Waste Management  Policy I8: Developer Contributions</p> <p><b>New Development Supplementary Guidance (2022)</b>  Delivering the Places Strategy  Delivering the Infrastructure Strategy: Connecting Places; Provision for Waste Recycling in New Developments; Renewable and Low Carbon Energy Developments; Flooding and Drainage; and Development Contributions  Delivering the Environment Strategy: Noise and Contaminated Land</p> <p><b>Material considerations</b>  Renfrewshire's Places Residential Design Guide March 2015</p>
PLANNING ASSESSMENT	<p>The site is located within an area that is covered by Policy P1 of the Renfrewshire Local Development Plan. Policy P1 states that new developments should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses. Given the neighbouring uses it is considered that the proposed development is capable of positive consideration against the terms of Policy P1.</p> <p>The principle of the proposal, redeveloping a vacant, previously used</p>

site within an existing place, would also be in line with the Spatial Strategy as outlined in the Adopted Renfrewshire Local Development Plan. The proposal would result in the development of a brownfield site.

Policy P3 – Housing Mix and Affordable Housing, set out in the Adopted Renfrewshire Local Development Plan is also applicable to the assessment of the proposals, as it seeks to ensure that on residential sites, a mix of housing types are encouraged to meet current and future housing needs and support sustainable mixed communities in Renfrewshire.

In this regard, the applicant has committed to provide thirty two units for affordable housing (27% of the overall unit numbers proposed for the site) to be secured via the approval of plans and a S75 Agreement (commensurate with the provisions of Policy I8) to ensure these homes remain affordable for their lifetime. This will provide affordable housing which will be housing sold at 15% below market value for this site and the area and will comprise the flatted units proposed within the development.

This was also the agreed solution to the delivery of affordable homes by the same developer at their ongoing development site further along King's Inch Road and it is considered that this approach to providing new affordable homes on the site without the requirement for public funds to subsidise the build would be in line with both the Adopted Renfrewshire Local Development Plan and Scottish Planning Policy and present a range and choice of homes on this site and area.

It is therefore considered that the proposal complies with Policy P3 of the Adopted Renfrewshire Local Development Plan (2021).

On such sites, which are considered to be acceptable in principle, the development requires to be assessed in detail considering layout, design and aspects of the proposals against the criteria for implementing the Spatial Strategy of the Development Plan and the Council's New Development Supplementary Guidance.

This assessment is as follows:

*1) Residential Amenity*

The proposal adopts the 'place' qualities set out in the Supplementary Guidance and the Council's own Residential Design Guidance in that the layout is built around a landscaped framework which fits and connects well with the surrounding area.

The proposal sets out a residential layout which respects privacy and outlook, with appropriate garden sizes and an overall good and well considered development pattern for the site.

The proposal complies with the Renfrewshire Local Development Plan Policy P1, the associated Supplementary Guidance and the Places

Checklist for the reasons stated above and in that the development would adequately respond to the surrounding areas, by achieving appropriate residential frontage and streetscape as well as a well-connected network of pedestrian and cycle links.

## *2) Streets and Surface Finishes*

Development should ensure the creation of successful places and streets over the movement of the car, which this layout suitably provides.

Traffic calming measures are to be agreed through the Roads Construction Consent process, which would aid the reduction in driver speed and create a safe residential environment. Suitable variances in road material have been demonstrated, which would assist in this regard also.

## *3) Road/Cycle/Pedestrian Network and access to Amenity Spaces*

Pedestrian and cycle links are integral to the layout and would provide a permeable layout for pedestrians and cyclists to Braehead leisure and retail complex and wider established residential development as well as allowing for safe routes to schools. This can suitably be achieved through the imposition of planning conditions.

It has further been proposed and agreed with the applicant to upgrade the existing pedestrianised signalised crossing on Kings Inch Road (southeast of the Kings Inch Road roundabout that accesses Laymoor Avenue) to accommodate the increase in pedestrians using the crossing as stated within the Transport Statement submitted in support of this application.

These routes would be adequately overlooked in line with the requirement of the Places Development Criteria set out in the Supplementary Guidance.

Access to the site for vehicles would be taken from Laymoor Avenue, with additional pedestrian links throughout the site.

Sufficient visitor parking would also be ensured and dispersed throughout the site, as agreed with Roads Development via planning condition, commensurate with Policy I1.

## *4) Design, Plot Configuration and Finishing Materials*

At the site entrance, and along King's Inch Road, properties adequately address the street frontage.

In terms of density and form the units proposed vary from two storey to four storey (flats), within an area of mixed development types.

The flats along the site boundaries respect the established pattern of development within the wider Ferry Village redevelopment and are in

	<p>accordance with the original masterplan concept.</p> <p>Finishing materials also respect existing built form surrounding the application site.</p> <p>Policy I7 'Renewable and Low Carbon Developments' and the associated Supplementary Guidance requires all major proposals to consider the feasibility of meeting the development's heat and demand through a district heating network or other low carbon alternatives.</p> <p>There are no district heating networks which could be utilised as part of the proposal or opportunities to provide for heat demand through the creation of such a facility, therefore the applicant shall ensure low carbon targets are achieved through design and via the building warrant process.</p> <p><i>5) Boundaries and Open Space</i></p> <p>The development would incorporate a Locally Equipped Play Area adjacent to the underground pump station to the south west of the site as well as smaller pockets of open space throughout. Active frontages would address these spaces to create an inclusive environment.</p> <p>Soft (hedging &amp; shrubbery) boundary treatments are to feature within the development, with fencing locations to create plot definition.</p> <p><i>6) Landscaping</i></p> <p>The planting specification contained within the landscaping proposals for the site is considered acceptable in ensuring an appropriate level of residential amenity and sense of place.</p> <p><i>7) Water Management and Site Levels</i></p> <p>The drawings and documentation submitted adequately address the requirements for drainage and sewerage provision at the site, to the satisfaction of SEPA and in accordance with Policy I3.</p> <p><b><u>Conclusion</u></b></p> <p>In view of the above, it is considered that the proposed development would comply with Policies P1, P3 I1, I3 and I7 contained within the Adopted Renfrewshire Local Development Plan (2021) and the associated supplementary guidance.</p> <p>In summary, it is considered that the proposal would be in an appropriate sustainable location, where residential development is acceptable.</p> <p>It would deliver a well-designed housing site as well as support the objectives of Renfrewshire's Local Housing Strategy.</p>
RECOMMENDATION	Disposed to grant subject to the conclusion of a Section 75 legal

### Reason for Decision

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

### Conditions

1. 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

2. Prior to occupation of any unit within an identified phase of development, the developer shall submit for the written approval of the Planning Authority:

- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy for that phase of development; or
- b) if remediation works are not required but soils are to be imported to site, a Verification Report confirming imported soils are suitable for use on the site shall be submitted to the Planning Authority and approved in writing

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

3. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

These details shall include, the species, number and spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

4. That prior to the commencement of development, details of the location, height and materials of all new boundary fences, gates or other means of enclosure

(including around the existing substation) shall be submitted to the Planning Authority for written approval.

Reason: In the interests of visual and residential amenity.

5. That before any of the dwellinghouses situated on a site upon which a fence is to be erected is occupied, the fence, or wall, for which the permission of the Planning Authority has been obtained under the terms of condition 4 above, shall be erected.

Reason: To safeguard the amenity of future residents.

6. That prior to occupation of the last dwellinghouse/flat within the development hereby permitted, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, hereby approved shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of amenity.

7. Notwithstanding the consent hereby given, the developer shall ensure the mitigation measures contained in Section 6.2, pages 28 and 29 and the acoustic barrier discussed in Section 5.2, pages 20 and 21, paragraph 11, of the approved Noise Impact Assessment produced by Envirocentre on behalf of Bellway Homes – Titled - Acoustic Report: Laymoor Avenue Noise Impact Assessment dated 9 May 2022 shall be implemented and complied with during construction and for the lifetime of the development.

Reason: In the interests of residential amenity.

8. Parking for the dwellinghouses hereby approved shall be provided as per the National Roads Development Guide as shown in the table below provided within the supporting Transport Assessment prior to completion of the overall development.

Developments set out in the SCOTS guidance are detailed in Table 6.11.

Use	SCOTS Standards	
	Level of Provision	Visitor Parking
Residential: 1 Bedroom	1 space per dwelling	0.25 spaces per dwelling
Residential: 2-3 Bedroom	2 spaces per dwelling	
Residential: 4 Bedrooms +	3 spaces per dwelling	

Reason: In the interests of traffic and pedestrian safety.

9. The existing signalised crossing on Kings Inch Road (south east of the Kings Inch Road roundabout) shall be upgraded to accommodate the increase in pedestrians using the crossing as stated within the TA prior to completion of the overall development.

Reason: In the interests of traffic and pedestrian safety.

10. Prior to the commencement of any construction works on site the developer shall submit for the written approval of the Planning Authority a servicing plan to

demonstrate how Block 1, Block 2 and Plots 28-31 can be safely serviced. A new access to serve Plots 28-31 shall also demonstrate no issues with forward visibility for vehicles turning right into the access.

Reason: In the interests of traffic and pedestrian safety.

11. All access's and driveways shall be formed as per the National Roads Development Guide prior to occupation or use of that element of the development.

Reason: In the interests of traffic and pedestrian safety.

12. Prior to the commencement of construction works on any dwellinghouse, the developer shall provide for the written approval of the Planning Authority full details the Locally Equipped Play Area (LEAP) hereby approved. The details shall demonstrate that the layout, access and equipment are suitable for use by children of all abilities and that an appropriate number of inclusive items of play equipment are installed. Thereafter, prior to occupation of the final residential unit, hereby approved, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved. Maintenance of the play area finally approved, shall be in accordance with a scheme to be agreed between the developer and the individual occupiers of the development or a factor appointed to act on their behalf.

Reason: In the interests of residential amenity.

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For further information or to inspect any letters of objection and other background papers, please contact Gwen McCracken on 07483419705.



### KEY INFORMATION

**Ward:** (1) Renfrew North & Braehead

**Applicant:**  
Bellway Homes Limited (Scotland West)

**Registered:**  
23 May 2022

**PROSPECTIVE PROPOSAL:** Erection of residential development comprising eighty flats and thirty nine dwellinghouses and formation of roads, infrastructure, open space amenity.

**LOCATION:** Site On Southern Edge Of Roundabout Junction With Laymoor Avenue, King's Inch Road, Renfrew

**APPLICATION FOR:** Full Planning Permission



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### RECOMMENDATION

Disposed to grant subject to the conclusion of a Section 75 legal agreement and conditions

Alasdair Morrison  
Head of Economy & Development

### IDENTIFIED KEY ISSUES

- The application site is identified by Policy P1 of the Adopted Renfrewshire Local Development Plan (2021).
- Eight representations have been received which relate to access arrangements and additional traffic as a result of the development; the type of development proposed; availability of services; displacement of wildlife; attraction of vermin; and ownership.
- There have been no objections from consultees.
- The proposals are considered to be compliant with the relevant policies and guidance of the Local Development Plan, utilising a brownfield site for the purpose of regeneration and provision of affordable homes.

REPORT OF HANDLING FOR APPLICATION 22/0345/PP

SITE ADDRESS	Site On Southern Edge Of Roundabout Junction With Laymoor Avenue, King's Inch Road, Renfrew
PROPOSAL	Erection of residential development comprising eighty flats and thirty nine dwellinghouses and formation of roads, infrastructure, open space amenity
RECOMMENDATION	Disposed to grant subject to the conclusion of a Section 75 legal agreement and conditions

PROPOSALS	<p>Planning permission is sought for the erection of thirty nine dwellinghouses and eighty flats (27% of which are proposed to be affordable), with associated access, infrastructure and open space at land on the southern edge of the roundabout junction with Laymoor Avenue and King's Inch Road, Renfrew.</p> <p>The application site extends to approximately 2.59 hectares and is currently cleared brownfield land.</p> <p>The proposals seek to erect a mixture of terraced, semi-detached and detached dwellings throughout, with flats proposed to the frontage at King's Inch Road. The proposed flats would reach a maximum height of four storeys.</p> <p>Pedestrian and cycle linkages are proposed at several locations throughout the site to existing development and amenity space.</p> <p>Vehicular access to the development would be via the existing road opening on Laymoor Avenue.</p> <p>The site is bordered by residential development to the north west, Howdens factory to the south and Braehead Shopping Centre car parks to the north east, east and south east. Electrical substations to serve Braehead are positioned, on the same side of King's Inch Road to the proposal and the proposed development takes cognisance of these in the overall design.</p>
SITE HISTORY	<p>Application No: 22/0098/PP Description: Change of use of car parking spaces and landscaping to car wash and valet, siting of portakabin and erection of canopy Decision: Granted subject to conditions.</p> <p>Application No: 22/0356/PP Description: External alterations including the installation of service gantry to existing service yard, formation of two doors to east elevation and removal of existing billboard Decision: Withdrawn</p>
CONSULTATIONS	<p><b>Communities &amp; Housing Services - (Environmental Protection Team)</b> – No objection subject to conditions.</p> <p><b>Chief Executive's Service (Roads Development)</b> – No objection</p>

	<p>subject to conditions</p> <p><b>Children’s Services</b> – No objections or contribution required.</p> <p><b>Glasgow Airport Safeguarding</b> - No objection subject to conditions.</p> <p><b>SEPA</b> – No objections.</p> <p><b>Scottish Water</b> - No objection.</p> <p><b>NATS</b> - No objection.</p>
<p>REPRESENTATIONS</p>	<p>Eight representations have been received which object to the proposed development. The issues raised are summarised as follows:</p> <p>1. Traffic system can’t handle the additional traffic brought by further housing, resulting in safety issues. Traffic will discourage people from using the facilities already in place at Braehead. Would encourage an additional access point onto King’s Inch Road.</p> <p>Response – Conditions have been proposed following consideration by Roads Development of the proposals to ensure compliance with the relevant policies and guidance.</p> <p>2. The location of the site would be better suited for industrial or commercial development.</p> <p>Response: Each application is considered on its own merit as submitted for suitability.</p> <p>3. Council services already stretched, with further housing likely to cause further impact.</p> <p>Response: Noted and consultation comments addressed in this regard.</p> <p>4. Appropriate infrastructure and services require to be in place. Insufficient GP surgeries, dentists and education and nursery provision in area for further development of this nature.</p> <p>Response: Noted and consultation comments addressed in this regard.</p> <p>5. Renfrew will benefit nothing from further housing at the scale or type of units proposed.</p> <p>Response: Opinion noted.</p> <p>6. Building works will cause disturbance to local area.</p> <p>Response: Noted, however this would not be a long term impact on the wider area which would require mitigation measures to be implemented.</p>

	<p>7. Loss of green space and displacement of wildlife.</p> <p>Response: Noted and regulated via alternative legislation which the applicant is aware of in order to obtain the relevant licences.</p> <p>8. Development likely to see an influx of rats just like the development further along the road.</p> <p>Response: Comments noted and to be addressed by Environmental Protection should this become an issue.</p> <p>9. Renfrew needs more green spaces not houses.</p> <p>Response: Each application is considered on its own merits as submitted for suitability.</p> <p>10. Boundary requires to be clarified as existing fencing is in ownership of another party.</p> <p>Response: Applicant has confirmed that they shall not extend development outwith the land in their ownership in order to deliver the development.</p>
DEVELOPMENT PLAN POLICIES	<p><b>Renfrewshire Local Development Plan (2021)</b>  Policy P1: Renfrewshire's Places  Policy P3: Housing Mix and Affordable Housing  Policy I1: Connecting Places  Policy I3: Flooding and Drainage  Policy I7: Renewable and Low Carbon Energy Developments  Policy I5: Waste Management  Policy I8: Developer Contributions</p> <p><b>New Development Supplementary Guidance (2022)</b>  Delivering the Places Strategy  Delivering the Infrastructure Strategy: Connecting Places; Provision for Waste Recycling in New Developments; Renewable and Low Carbon Energy Developments; Flooding and Drainage; and Development Contributions  Delivering the Environment Strategy: Noise and Contaminated Land</p> <p><b>Material considerations</b>  Renfrewshire's Places Residential Design Guide March 2015</p>
PLANNING ASSESSMENT	<p>The site is located within an area that is covered by Policy P1 of the Renfrewshire Local Development Plan. Policy P1 states that new developments should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses. Given the neighbouring uses it is considered that the proposed development is capable of positive consideration against the terms of Policy P1.</p> <p>The principle of the proposal, redeveloping a vacant, previously used</p>

site within an existing place, would also be in line with the Spatial Strategy as outlined in the Adopted Renfrewshire Local Development Plan. The proposal would result in the development of a brownfield site.

Policy P3 – Housing Mix and Affordable Housing, set out in the Adopted Renfrewshire Local Development Plan is also applicable to the assessment of the proposals, as it seeks to ensure that on residential sites, a mix of housing types are encouraged to meet current and future housing needs and support sustainable mixed communities in Renfrewshire.

In this regard, the applicant has committed to provide thirty two units for affordable housing (27% of the overall unit numbers proposed for the site) to be secured via the approval of plans and a S75 Agreement (commensurate with the provisions of Policy I8) to ensure these homes remain affordable for their lifetime. This will provide affordable housing which will be housing sold at 15% below market value for this site and the area and will comprise the flatted units proposed within the development.

This was also the agreed solution to the delivery of affordable homes by the same developer at their ongoing development site further along King's Inch Road and it is considered that this approach to providing new affordable homes on the site without the requirement for public funds to subsidise the build would be in line with both the Adopted Renfrewshire Local Development Plan and Scottish Planning Policy and present a range and choice of homes on this site and area.

It is therefore considered that the proposal complies with Policy P3 of the Adopted Renfrewshire Local Development Plan (2021).

On such sites, which are considered to be acceptable in principle, the development requires to be assessed in detail considering layout, design and aspects of the proposals against the criteria for implementing the Spatial Strategy of the Development Plan and the Council's New Development Supplementary Guidance.

This assessment is as follows:

*1) Residential Amenity*

The proposal adopts the 'place' qualities set out in the Supplementary Guidance and the Council's own Residential Design Guidance in that the layout is built around a landscaped framework which fits and connects well with the surrounding area.

The proposal sets out a residential layout which respects privacy and outlook, with appropriate garden sizes and an overall good and well considered development pattern for the site.

The proposal complies with the Renfrewshire Local Development Plan Policy P1, the associated Supplementary Guidance and the Places

Checklist for the reasons stated above and in that the development would adequately respond to the surrounding areas, by achieving appropriate residential frontage and streetscape as well as a well-connected network of pedestrian and cycle links.

## *2) Streets and Surface Finishes*

Development should ensure the creation of successful places and streets over the movement of the car, which this layout suitably provides.

Traffic calming measures are to be agreed through the Roads Construction Consent process, which would aid the reduction in driver speed and create a safe residential environment. Suitable variances in road material have been demonstrated, which would assist in this regard also.

## *3) Road/Cycle/Pedestrian Network and access to Amenity Spaces*

Pedestrian and cycle links are integral to the layout and would provide a permeable layout for pedestrians and cyclists to Braehead leisure and retail complex and wider established residential development as well as allowing for safe routes to schools. This can suitably be achieved through the imposition of planning conditions.

It has further been proposed and agreed with the applicant to upgrade the existing pedestrianised signalised crossing on Kings Inch Road (southeast of the Kings Inch Road roundabout that accesses Laymoor Avenue) to accommodate the increase in pedestrians using the crossing as stated within the Transport Statement submitted in support of this application.

These routes would be adequately overlooked in line with the requirement of the Places Development Criteria set out in the Supplementary Guidance.

Access to the site for vehicles would be taken from Laymoor Avenue, with additional pedestrian links throughout the site.

Sufficient visitor parking would also be ensured and dispersed throughout the site, as agreed with Roads Development via planning condition, commensurate with Policy I1.

## *4) Design, Plot Configuration and Finishing Materials*

At the site entrance, and along King's Inch Road, properties adequately address the street frontage.

In terms of density and form the units proposed vary from two storey to four storey (flats), within an area of mixed development types.

The flats along the site boundaries respect the established pattern of development within the wider Ferry Village redevelopment and are in

	<p>accordance with the original masterplan concept.</p> <p>Finishing materials also respect existing built form surrounding the application site.</p> <p>Policy I7 'Renewable and Low Carbon Developments' and the associated Supplementary Guidance requires all major proposals to consider the feasibility of meeting the development's heat and demand through a district heating network or other low carbon alternatives.</p> <p>There are no district heating networks which could be utilised as part of the proposal or opportunities to provide for heat demand through the creation of such a facility, therefore the applicant shall ensure low carbon targets are achieved through design and via the building warrant process.</p> <p><i>5) Boundaries and Open Space</i></p> <p>The development would incorporate a Locally Equipped Play Area adjacent to the underground pump station to the south west of the site as well as smaller pockets of open space throughout. Active frontages would address these spaces to create an inclusive environment.</p> <p>Soft (hedging &amp; shrubbery) boundary treatments are to feature within the development, with fencing locations to create plot definition.</p> <p><i>6) Landscaping</i></p> <p>The planting specification contained within the landscaping proposals for the site is considered acceptable in ensuring an appropriate level of residential amenity and sense of place.</p> <p><i>7) Water Management and Site Levels</i></p> <p>The drawings and documentation submitted adequately address the requirements for drainage and sewerage provision at the site, to the satisfaction of SEPA and in accordance with Policy I3.</p> <p><b><u>Conclusion</u></b></p> <p>In view of the above, it is considered that the proposed development would comply with Policies P1, P3 I1, I3 and I7 contained within the Adopted Renfrewshire Local Development Plan (2021) and the associated supplementary guidance.</p> <p>In summary, it is considered that the proposal would be in an appropriate sustainable location, where residential development is acceptable.</p> <p>It would deliver a well-designed housing site as well as support the objectives of Renfrewshire's Local Housing Strategy.</p>
RECOMMENDATION	Disposed to grant subject to the conclusion of a Section 75 legal

### **Reason for Decision**

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

### **Conditions**

1. 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

2. Prior to occupation of any unit within an identified phase of development, the developer shall submit for the written approval of the Planning Authority:

- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy for that phase of development; or
- b) if remediation works are not required but soils are to be imported to site, a Verification Report confirming imported soils are suitable for use on the site shall be submitted to the Planning Authority and approved in writing

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

3. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

These details shall include, the species, number and spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

4. That prior to the commencement of development, details of the location, height and materials of all new boundary fences, gates or other means of enclosure

(including around the existing substation) shall be submitted to the Planning Authority for written approval.

Reason: In the interests of visual and residential amenity.

5. That before any of the dwellinghouses situated on a site upon which a fence is to be erected is occupied, the fence, or wall, for which the permission of the Planning Authority has been obtained under the terms of condition 4 above, shall be erected.

Reason: To safeguard the amenity of future residents.

6. That prior to occupation of the last dwellinghouse/flat within the development hereby permitted, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, hereby approved shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of amenity.

7. Notwithstanding the consent hereby given, the developer shall ensure the mitigation measures contained in Section 6.2, pages 28 and 29 and the acoustic barrier discussed in Section 5.2, pages 20 and 21, paragraph 11, of the approved Noise Impact Assessment produced by Envirocentre on behalf of Bellway Homes – Titled - Acoustic Report: Laymoor Avenue Noise Impact Assessment dated 9 May 2022 shall be implemented and complied with during construction and for the lifetime of the development.

Reason: In the interests of residential amenity.

8. Parking for the dwellinghouses hereby approved shall be provided as per the National Roads Development Guide as shown in the table below provided within the supporting Transport Assessment prior to completion of the overall development.

Developments set out in the SCOTS guidance are detailed in Table 5.11.

Use	SCOTS Standards	
	Level of Provision	Visitor Parking
Residential: 1 Bedroom	1 space per dwelling	0.25 spaces per dwelling
Residential: 2-3 Bedroom	2 spaces per dwelling	
Residential: 4 Bedrooms +	3 spaces per dwelling	

Reason: In the interests of traffic and pedestrian safety.

9. The existing signalised crossing on Kings Inch Road (south east of the Kings Inch Road roundabout) shall be upgraded to accommodate the increase in pedestrians using the crossing as stated within the TA prior to completion of the overall development.

Reason: In the interests of traffic and pedestrian safety.

10. Prior to the commencement of any construction works on site the developer shall submit for the written approval of the Planning Authority a servicing plan to

demonstrate how Block 1, Block 2 and Plots 28-31 can be safely serviced. A new access to serve Plots 28-31 shall also demonstrate no issues with forward visibility for vehicles turning right into the access.

Reason: In the interests of traffic and pedestrian safety.

11. All access's and driveways shall be formed as per the National Roads Development Guide prior to occupation or use of that element of the development.

Reason: In the interests of traffic and pedestrian safety.

12. Prior to the commencement of construction works on any dwellinghouse, the developer shall provide for the written approval of the Planning Authority full details the Locally Equipped Play Area (LEAP) hereby approved. The details shall demonstrate that the layout, access and equipment are suitable for use by children of all abilities and that an appropriate number of inclusive items of play equipment are installed. Thereafter, prior to occupation of the final residential unit, hereby approved, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved. Maintenance of the play area finally approved, shall be in accordance with a scheme to be agreed between the developer and the individual occupiers of the development or a factor appointed to act on their behalf.

Reason: In the interests of residential amenity.

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 Gwen McCracken on 07483419705.