

Planning Application: Report of Handling

Reference No. 19/0456/PP



Renfrewshire
Council

KEY INFORMATION

Ward: (11)
Bishopton, Bridge of
Weir, Langbank

Applicant: L&S Homes

Registered: 2 July
2019

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of 39 dwellinghouses and associated infrastructure

LOCATION: Yard A, Station Road, Bridge of Weir

APPLICATION FOR: Full Planning Permission



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RECOMMENDATION

Grant subject to
conditions

IDENTIFIED KEY ISSUES

- The application site is identified by Policy P1 – Renfrewshire's Places of both the Adopted Renfrewshire Local Development Plan (2014) and the Proposed Renfrewshire Local Development Plan (2021 as modified) and Policy P2 – Housing Land Supply in the Renfrewshire Local Development Plan (2021 as modified).
- 550 representations have been received.
- There have been no objections from consultees.
- The development will provide a range and choice of house types within the area. The form, siting, design density, external finishes, and layout of the propose development is acceptable.
- Adequate parking has been provided together with good connections to walking, cycling and public transport networks.

Alasdair Morrison
Head of Economy and
Development

REPORT OF HANDLING FOR APPLICATION 19/0456/PP

SITE ADDRESS	Yard A, Station Road, Bridge of Weir
PROPOSAL	Erection of 39 dwellinghouses and associated infrastructure
RECOMMENDATION	Grant subject to conditions.

INTRODUCTION	<p>This report relates to an application for 39 dwellinghouses. This is a matter which falls within the Council's Scheme of Delegation, to be determined by an Appointed Officer.</p> <p>However, a request has been submitted by three Members, within 21 days of an application appearing on the Weekly List, that the matter be removed from the Scheme of Delegation for determination by the Board.</p> <p>This request was submitted in line with the Scheme submitted to Scottish Ministers and approved by Council on 1 March 2018 and has been subject to discussion between the Convenor of the Communities Housing & Planning Board and the Head of Economy and Development who have agreed that in this instance it would be appropriate for the Board to consider this application.</p>
PROPOSAL	<p>The proposal comprises the erection of 39, 2 storey dwellings including terraced, semi-detached, and detached properties with associated gardens, parking, and amenity space.</p> <p>To the east of the site a junction is proposed to allow direct access to the site from the A761. The existing cycle path would meander through the site.</p> <p>The dwellings would be finished in off white roughcast with feature areas of reconstituted stone, grey concrete roof tiles and traditionally proportioned white framed windows.</p> <p>There would be a total of 95 parking spaces, 2 spaces per dwelling and 17 visitor parking spaces.</p> <p>The site is currently occupied by a coal merchants which contains a timber framed and clad goods shed. Running east-west along the southern edge of the site is route 75 of the National Cycle Network. The remainder of the site is disused railway sidings and embankment consisting of unkempt ground.</p> <p>Two storey post war housing is situated to the north and amenity space in the form of recreational grounds and play area is located to the east. Across the A761, to the south, lies 1880's -1910's 2/3 storey residential dwellings of various styles set in wooded grounds which rises significantly from the level of the site.</p>

PLANNING HISTORY	No previous applications.
CONSULTATIONS:	<p>Bridge of Weir Community Council - Object to the proposal for the following reasons;</p> <ul style="list-style-type: none"> • re-routing the cycle track through a residential development will act as a deterrent to its use; • the proposal would negate any possibility of a future rail link through Bridge of Weir; • poor public transport service provision; • inadequate access/egress points to and from the development and impact on surrounding road network; • inadequate educational provision at local schools; • loss of the existing coal merchants, a valuable local amenity. <p>Scottish Water - No objection.</p> <p>Environment and Infrastructure Services (Roads) - No objection subject to conditions.</p> <p>Environment and Infrastructure Services (Design Services) - No objection subject to conditions.</p> <p>Communities & Housing Services (Environmental Protection) - No objection subject to a conditions.</p> <p>Children's Services - No objection.</p> <p>Inverclyde Council - Have raised concerns in relation to the impact of the proposal on the potential re-opening of the railway line to Kilmacolm and its impact on the national cycle network route in terms of attractiveness and operation.</p> <p>Paisley & Gryffe Transport Forum- Object as the proposed development includes building on the route of the old rail track solum and thereby removing any potential for a re-opened rail link through Bridge of Weir.</p>
REPRESENTATIONS	<p>550 representations have been received. A summary of the concerns raised is provided below and addressed in the assessment of the report:</p> <ul style="list-style-type: none"> • The proposed development includes building on the route of the old rail track solum, hence removing any potential for a re-opened rail link through Bridge of Weir. • The re-routing of the cycle path could be a deterrent to its active use by walkers and cyclists and would divert a traffic free protected cycle path across a busy road. • There is already a strain on the current school provision and facilities which additional residential development would exacerbate this issue.

	<ul style="list-style-type: none"> • The proposal would result in an increase in traffic in and around the area which is already currently over loaded. • The proposal would result in the loss of a valuable local amenity and flora and fauna would be lost as a result of this application. • The existing site is currently supplying jobs and amenities for local residents and acts as an overspill car park for surrounding facilities. A valuable facility which would be lost from the village. • The loss of the tree line on the approach to the village would destroy its character and the retaining wall would be an eyesore. • Both access points to the proposed site are dangerous. • The proposal does not include provision of affordable housing. • The buildings proposed have no architectural originality and are not in keeping with their surroundings. • The impact on the local park has not been considered as part of this proposal.
DEVELOPMENT PLAN POLICIES	<p>Adopted Renfrewshire Local Development Plan 2014 Policy P1: Renfrewshire's Places Policy I1: Connecting Places Policy I5: Flooding and Drainage Policy I7: Low Carbon Development</p> <p>New Development Supplementary Guidance 2014</p> <ul style="list-style-type: none"> • Delivering the Places Strategy: Affordable Housing and Open Space Provision in New Developments • Delivering the Infrastructure Strategy: Connecting Places and Flooding and Drainage <p>Proposed Renfrewshire Local Development Plan (2021 as modified) Policy P2: Housing Land Supply Sites Policy P3: Housing Mix and Affordable Housing Policy I1: Connecting Places Policy I5: Waste Management Policy I7: Zero and Low Carbon Buildings</p> <p>Draft New Development Supplementary Guidance 2019</p> <ul style="list-style-type: none"> • Delivering the Places Strategy: Affordable Housing and Open Space Provision in New Developments • Delivering the Infrastructure strategy: Connecting Places • Provision for Waste recycling in New Developments; and Flooding and Drainage • Delivering the Environment Strategy: Noise and Contaminated

	<ul style="list-style-type: none"> • Land <p>Material considerations Renfrewshire's Places Residential Design Guide March 2015.</p>
PLANNING ASSESSMENT	<p>The site is an allocated housing site and contributes towards meeting Renfrewshire's Housing Need and Demand. On such sites the Council supports development for housing where its design would comply with the criteria for implementing the spatial strategy and the Councils New Development Supplementary Guidance.</p> <p>Policy P3 of the Proposed Renfrewshire Local Development Plan is also applicable to the assessment of the proposal, 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.</p> <p>In principle, the nature of the development is considered acceptable in this location and to be in accordance with the policies outlined above, in that the proposal has sought to provide a range of house types both in size and design with a variety of terraced, semi-detached, and detached properties.</p> <p>With regard to the detailed design, layout and access arrangements the following should be considered:</p> <p><i>Residential amenity</i> The proposal has a good layout which fits in well with the surrounding area and landscape. The layout addresses connection to the wider area and includes good linkages which encourage pedestrian and cycle activity along routes which will be passively overlooked.</p> <p>The development has a clear and defined structure and a scale, height and massing complementing the surrounding environment with a density appropriate to this location.</p> <p>The proposal comprises a residential layout which respects privacy, provides a good outlook, with appropriate garden sizes and areas of open space. The layout is considered to achieve a good level of amenity for each dwelling.</p> <p><i>Streets and Surface Finished</i> The design of the proposals creates a good place to live and enabling safe movement through the development and to the surrounding area.</p> <p><i>Road/Cycle/Pedestrian Network and Access to Amenity Spaces</i> Pedestrian and cycle links are integral to the proposal and provide a permeable layout for pedestrians and cyclists.</p> <p>In this regard the incorporation of the cycle path provides an enhanced cycle route and increases the visibility of NCR 75, at this location linking the site to the wider NCR network. The re-aligned route through the development would provide a good surface with views over the open</p>

	<p>countryside to the east and a portion of the route would be well overlooked by dwellings which would improve a sense of safety to users.</p> <p>Pedestrian links, placed at key points in the site, allow for access to nearby developments and amenity spaces while also encouraging movement through the site creating a walkable 20 minute neighbourhood.</p> <p>The applicant has submitted a plan in support of the proposal demonstrating safe routes to school, illustrating an overall walking distance of 0.7 miles to the local primary school with an average walking time of 13 minutes.</p> <p>Access to the site for vehicles would be taken from the A761 with an appropriate junction connection provided and from Station Road onto the junction with Lintwhite Crescent and Main Street. Environment and Infrastructure Services (Roads) has offered no objection to the proposal and is satisfied that the layout of the proposal is acceptable, subject to conditions.</p> <p>Adequate parking including visitor parking would be dispersed throughout the site with a total of 95 parking spaces including 17 visitor parking spaces.</p> <p><i>Design, Plot Configuration and Finishing Materials</i></p> <p>The access road runs along the northern edge of the site, bordering the cycle path enabling detached houses to be placed to the south of the road with private gardens to the rear. This provides a road frontage while making the most of the views to the north east enhanced by the higher level of the site.</p> <p>Dwellings plots are appropriate and the primary material on the proposed elevations is off white roughcast, with reconstituted stone which will complement the character of the surrounding area.</p> <p>The applicant has submitted a sustainability statement in support of the proposal confirming that a 15% improvement on the Scottish Technical Standards. Various sustainable design elements will be incorporated into the units and layout. Compliance with the sustainability statement would form a condition of any consent granted.</p> <p><i>Boundaries and open space</i></p> <p>Key areas such as the site entrance and amenity spaces would feature masonry or wet/dry roughcast walls to match elevational treatments.</p> <p>To the east of the site the development is augmented by the retention and maintenance of existing trees and the planting of new trees and additional landscaped features, integrating the proposals with the open land located further to the south and east and the surrounding area generally.</p> <p>Additional planting would be undertaken on the boundaries of the site to</p>
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	<p>the north west and south and at key areas of public open space throughout the development.</p> <p>Further planting would take the form of low-level hedging to define front gardens to the detached dwellings when entering the site.</p> <p><i>Landscaping</i></p> <p>The site was once the site of Bridge of Weir station and railway sidings and over the years the undeveloped areas have self-seeded leading to shrub and tree cover, most notably on the boundaries and within pockets on the southern and south - eastern end of the site. The eastern portion of the site has dense shrubbery with much of it inaccessible to the public.</p> <p>A tree survey was submitted in support of the proposal which categorised and assessed all trees on site. The survey did not note the presence of any ancient or veteran trees on the site and there is no tree protection order covering any trees on this site. The trees are either of moderate, or low quality, many requiring significant maintenance works in order to survive.</p> <p>In recognition of the importance of ecosystems, biodiversity and landscaping within urban areas, the detailed specification of the planting scheme would form a condition of any planning permission granted. The landscaping proposals contained within site layout are considered to appropriately demonstrate that an acceptable level of residential amenity and retention of existing habitats can be achieved, and that the development can be set within an appropriate context.</p> <p><i>Water Management</i></p> <p>The drawings and documents submitted adequately address the requirements for drainage and sewerage provision at the site, to the satisfaction of Environment and Infrastructure Services (Design Services).</p> <p><i>Representations not already addressed in report</i></p> <p>In response to the points of objection not covered above, the following should be considered;</p> <p>With regard to the potential for rail services to be reintroduced along the disused rail line to serve Bridge of Weir and beyond, it is considered that this site and many others along the line of the previous track would be required in order to achieve the re-opening of this route. This would prove challenging in engineering and environmental terms to re-open the line and provide the necessary infrastructure along the length of the route given other developments/land uses along its entire length.</p> <p>This route is not protected as a future rail route in the Local Development Plan and through two iterations of preparing the Local Development Plan, the Scottish Government or any associated Key Agencies, has never requested the preservation of this route through the Plan.</p>
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	<p>Regarding the existing use on part of the proposed site, the application site is designated through the Adopted and Proposed Local Development Plan as a site where the continuation of the built environment is acceptable in principle. Again the site has been considered through two Examinations by Reporters of the Scottish Government. In the more recent Examination concluded in February 2021 the Reporter did not make any modification to this site in the Plan and therefore the zoning of Policy P2 – Housing Land Supply remains, with this site being considered as an effective housing site as part of the housing land supply for Renfrewshire.</p> <p>Concerns raised regarding the impact on the local park have been considered as part of this proposal. The accessibility of the local park would not be affected by the proposal with the main impact being views from the park towards the development proposed. Although the development would be in an elevated position overlooking the park, it would be set within a comprehensive landscaping scheme and would be viewed against the existing backdrop of housing and woodland on Kilbarchan Road.</p> <p>In relation to the provision of affordable homes on the site, Policy P3 of the Proposed Renfrewshire Local Development Plan (2021 as modified) requires affordable housing on all residential developments where 50 or more dwellings are proposed. As the proposal is for 39 new residential units, there is no requirement for affordable units on this site. The applicant has provided a range of house types to ensure an appropriate housing mix on this site.</p> <p>With regards to the impact on educational provision/resources, Children Services have confirmed there is capacity in the local schools to accommodate this proposal.</p> <p>Conclusions</p> <p>In summary, it is considered that the proposal would create a quality residential development on a brownfield site on the edge of Bridge of Weir within an area allocated for residential purposes in the Development Plan.</p> <p>In view of the above, it is considered that the propose development would comply with Policies contained within the Adopted Renfrewshire Local Development Plan (2014) and the associated Supplementary Guidance and the Proposed Renfrewshire Local Development Plan (2021 as modified and the Draft Supplementary Guidance.</p>
RECOMMENDATION	Grant subject to conditions

Reason for Decision

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

Conditions

1. Prior to the commencement of any construction works on site the developer shall provide for the written approval of the Planning Authority: -
 - a) a site investigation report, characterising the nature and extent of any land, water, and gas contamination within the development, and
 - b) a remediation strategy/method statement, identifying the proposed measures to implement all remedial recommendations contained within site investigation reports.

Reports shall be prepared in accordance with BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice, Planning Advice Note 33 (PAN33) and the Council publication "An Introduction to Land Contamination and Development Management" and be submitted to, and approved in writing by, the Planning Authority; and these reports shall form part of any submission for the approval of matters specified in conditions.

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

2. Prior to the occupation of any unit within an identified phase of development, the developer shall provide 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. That the drainage arrangements, including SUDs, shall be implemented in accordance with the details contained within the Drainage Impacts Assessment by Woolgar Hunter dated 10/03/2021 and drawing - 'Proposed Drainage Strategy'. These drainage arrangements shall be formed and fully operational prior to the occupation of the last dwelling hereby approved.

Reason: In the interests of residential amenity and to ensure that the site drainage arrangements are implemented in a sustainable manner.

4. That before any development of the site commences a scheme of landscaping shall be submitted to and approved in writing by the Planning Authority. The scheme shall include:- (a) details of any earth moulding and hard landscaping, grass seeding and turfing; (b) a scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted; (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their

protection in the course of development, and (d) details of the phasing of these works;

Reason: In the interests of the visual amenity of the area.

5. That prior to occupation of the last 2 dwellinghouses within the development hereby permitted, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, approved under the terms of condition 4 above, 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.

6. That before development starts, full details and/or samples of the facing materials to be used on all external walls and roofs shall be submitted to, and approved in writing by, the Planning Authority. Thereafter only the approved materials shall be used in the development of the site.

Reason: These details have not been submitted.

7. That before development starts, details of the surface finishes to all parking and manoeuvring areas shall be submitted to, and approved in writing by, the Planning Authority. Thereafter only the approved materials shall be used in the development of the site.

Reason: These details have not been submitted.

8. That before development starts, full details of the design and location of all fences and walls to be erected on the site shall be submitted to, and approved in writing by, the Planning Authority;

Reason: These details have not been submitted.

9. Prior to the occupation of each dwellinghouse hereby permitted, all boundary treatments associated with the dwellinghouse, approved under the provisions of condition 8 shall be erected;

Reason: To safeguard the amenity of future residents.

10. That the development hereby approved shall be implemented in line with the Bridge of Weir Sustainability Statement by Norr Architecture, to the satisfaction of the Planning Authority.

Reason: In the interests of low carbon development and sustainability.

11. That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, an Arboricultural Method Statement and Tree Management and Maintenance Plan for the site. For the avoidance of doubt, the Arboricultural Method Statement shall contain details of the existing trees,

shrubs, hedgerows and how the trees will be retained and protected (and measures for their protection) on site through the construction phase and future use of the site along with a comprehensive Tree Management and Maintenance Plan which will contain details on the monitoring of growth and condition of existing trees. As well as this there is the requirement for a scheme of new tree, shrub and hedge planting and grass seeding and/or turfing; measures to promote biodiversity gain at the site, the phased implementation of the proposed landscaping, and details of the management and maintenance of landscaped areas. The scheme thereafter approved shall be implemented on site in accordance with the phasing plan, and maintained thereafter in accordance with the maintenance details.

Reason: To ensure that works are undertaken to a satisfactory standard in the interests of natural heritage and to ensure a suitable landscape strategy is developed for the site in the interests of visual amenity and biodiversity.

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.