

Report To: The Planning Board

Date: 7 April 2021

Report By: Interim Service Director
Environment and Economic Recovery

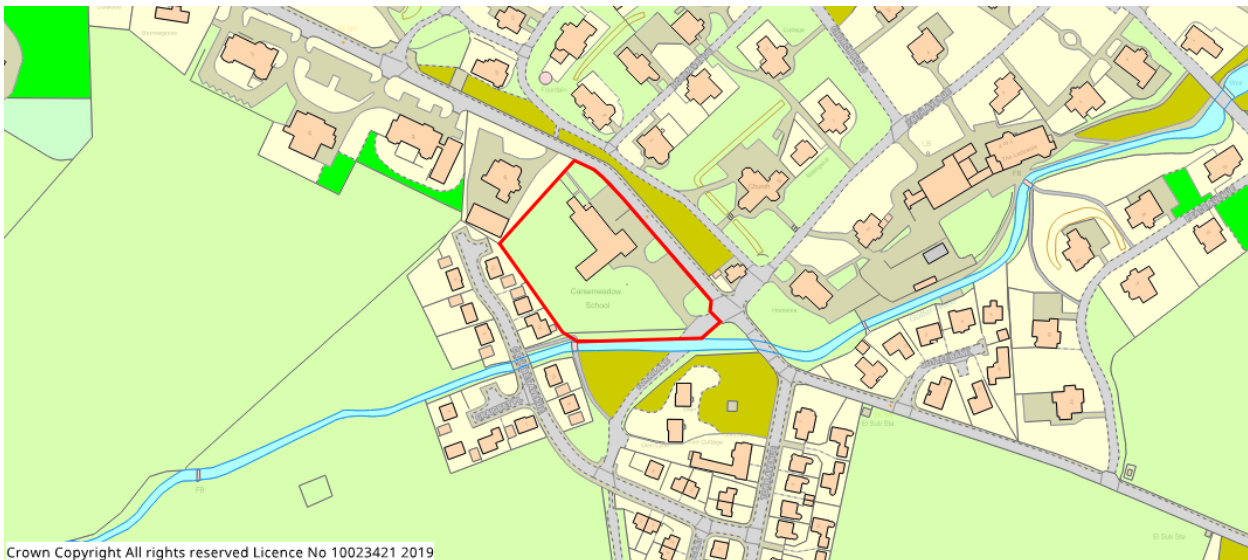
Report No: 20/0306/IC
Plan 04/21

**Local Application
Development**

**Contact
Officer:** David Sinclair

Contact No: 01475 712436

Subject: Erection of 9 dwellinghouses with associated access, open space and landscaping at
Former Carsemeadow School, Craigbet Road, Quarriers Village.



SUMMARY

- The proposal accords with the Inverclyde Local Development Plan.
- Nine objections and one neutral representation have been received.
- Consultations received present no impediment to development.
- The recommendation is to GRANT PLANNING PERMISSION subject to conditions.

Drawings may be viewed at:

<https://planning.inverclyde.gov.uk/Online/applicationDetails.do?activeTab=summary&keyVal=QLBMCCIMJH700>

SITE DESCRIPTION

The proposal relates to a brownfield site which formerly contained Carsemeadow School, located on the south-west side of Craigbet Road, in the centre of Quarriers Village. The site covers an area of just over 0.7 hectares and consists of a mixture of concrete and tarmac hard surfacing bound by Heras fencing and grass. It contains 10 mature and semi-mature trees along the southern boundary of the site, one mature tree around halfway along the north-east boundary and two large mature trees along the north-west boundary. The site is bound by the Quarrier's Homes Conservation Area to the north-west and north-east; the Gotter Water and area of public open space to the south-east; and three detached 1980s dwellinghouses to the south-west.

The site sits on a relatively flat area of ground and is accessed through a set-back stone wall entrance in the south-eastern corner, directly opposite the vehicular access to Faith Avenue. A public footpath runs along its southern boundary.

PROPOSAL

Planning permission is sought for the erection of 7 detached and 2 semi-detached two storey dwellinghouses, with associated access, parking, ground engineering and landscaping works. The dwellinghouses will comprise four five-bed detached dwellings which will front onto Craigbet Road, with two four-bed detached dwellings, two three-bed semi-detached dwellings and one five-bed detached dwelling located towards the south and west of the site.

Access is proposed from the existing access point directly across Craigbet Road from Faith Avenue, in the south-east corner of the site. A shared surface access road is proposed to run in a north-west direction through the centre of the site. An additional footpath is proposed between plots 2 and 3, providing pedestrian access from Craigbet Road to the centre of the site. The detached houses will contain parking spaces for three cars each, with space for two cars being provided for each of the two semi-detached houses. An additional three spaces for visitor parking are to be provided, two between plots 2 and 3 and one to the east of plot 9. The access road is proposed to be finished with tarmac around the entrance and permeable paving with a graphite finish on the road and a charcoal finish on driveways, parking bays and speed tables.

Each house is proposed to be bound by a mixture of private garden ground and open plan front gardens, comprising of between 114 and 308 square metres of private garden ground per dwelling, enclosed by a mixture of 1.8 metre high timber fencing and 1.2 metre high stone walls topped with timber fencing to a height of 1.8 metres. The open plan front gardens are proposed to be divided using soft landscaping, with all houses each receiving between 56 and 186 square metres of front garden space. A 1.1 metre high post and wire fence with a beech hedge is proposed along the southern boundary where it runs alongside the footpath. The site is proposed to contain three designated public open space areas, one between plots 2 and 3, one to the north-west of the vehicular access to the site and one along the southern boundary of the site, to the east of plot 9. These will each cover an area of between 54 and 168 square metres. In addition to these, it is proposed to install a mixture of soft landscaping in the gap areas along the north-east side of the access road, as well as an area of soft landscaping between Craigbet Road and plots 1-4, which will be set back by between 8 and 12 metres from the rear of Craigbet Road. The applicant indicates that three existing mature trees will require removal to accommodate the proposal, and proposes the planting of 11 smaller trees along the boundary with Craigbet Road.

The proposal will utilise five different house designs with plots 1 and 3 mirrored, plots 2 and 4 and plots 5 and 6 using the same house designs respectively, with unique designs for the semi-detached houses on plots 7 and 8 and the detached house on plot 9. The proposed houses will all be finished with grey slate roofs; a mix of buff natural stone and off-white render walls; white timber windows; black uPVC rainwater goods and timber fascia boards. The five bedroom dwellings will contain built-in garages, with the three bedroom dwellings containing a single detached garage and the four bedroom dwellings containing a double detached garage. The garages for plots 6 to 8 will be positioned towards the rear of the site, with the double detached garage for plot 5 being positioned in the north-western side of the front garden at the end of the

access road. The detached garages are proposed to contain side facing pitched roofs. The roof pitches on the garages are proposed to match, with the single garages measuring 4 metres in height and the double garages measuring 5 metres in height. The garages are proposed to be finished with grey slate roofs; off-white render walls with a buff stone base; black uPVC rainwater goods and timber fascia and garage doors.

The application is accompanied by a Design Statement, a Planning Supporting Statement and a Flood Risk Assessment and Drainage Impact Assessment.

DEVELOPMENT PLAN POLICIES

CLYDEPLAN STRATEGIC DEVELOPMENT PLAN

Policy 1 – Placemaking

New development should contribute towards the creation of high quality places across the city region. In support of the Vision and Spatial Development Strategy new development proposals should take account of the Placemaking Principle set out in Table 1.

Policy 8 – Housing Land Requirement

In order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- Make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in Schedule 8, for the Private Housing Land Requirement by Housing Sub-Market Area set out in Schedule 9 and for the Private Housing Land Requirement by Local Authority set out in Schedule 10;
- Allocate a range of sites which are effective or expected to become effective in the plan periods to meet the Housing Land Requirement, for each Housing Sub-Market Area and for each Local Authority, of the SDP up to year 10 from the expected year of adoption;
- Provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market Area and for each Local Authority; and
- Undertake annual monitoring of completions and land supply through Housing Land Audits.

Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- The development will help to remedy the shortfall which has been identified;
- The development will contribute to sustainable development;
- The development will be in keeping with the character of the settlement and the local area;
- The development will not undermine Green Belt objectives; and
- Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

INVERCLYDE LOCAL DEVELOPMENT PLAN

Policy 1 – Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Policy 6 – Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 20% by the end of 2022. Other solutions will be considered where:

- (a) It can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- (b) There is likely to be an adverse impact on the historic environment.

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 8 – Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- increase the level of flood risk elsewhere; and
- reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

Policy 9 – Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place.

Policy 10 – Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and

- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Policy 11 – Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 16 – Contaminated Land

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that ensure that the site can be made suitable for the proposed use.

Policy 28 – Conservation Areas

Proposals for development, within or affecting the setting of a conservation area, are to preserve or enhance the character and appearance of the area. In assessing such proposals regard will be had to any relevant Conservation Area Appraisals or other information relating to the historic or architectural value of the conservation area. Where the demolition of an unlisted building is proposed, consideration will be given to the contribution the building makes to the character and appearance of the conservation area. If such a building makes a positive contribution to the area, there will be a presumption in favour of retaining it. Proposals for demolition will not be supported in the absence of a planning application for a replacement development that preserves or enhances the character and appearance of the conservation area.

PLANNING POLICY STATEMENT ON OUR HOMES AND COMMUNITIES

Policy A – Land for Housing

The Council will undertake an annual audit of housing land in order to ensure that it maintains a 5 year effective housing land supply. If additional land is required for housing development, the Council will consider proposals with regard to the policies applicable to the site and:

- a strong preference for appropriate brownfield sites within the identified settlement boundaries;
- there being no adverse impact on the delivery of the Priority Places and Projects identified by the adopted 2019 Inverclyde Local Development Plan;
- evidence that the proposed site will deliver housing in time to address the identified shortfall within the relevant Housing Market Area; and
- a requirement for 25% of houses on greenfield development sites in the Inverclyde villages to be for affordable housing.

Policy B – New Housing Development

New housing development will be supported on the sites identified in Schedule 1, and on other appropriate sites within residential areas and town and local centres. All proposals for residential development will be assessed against Planning Application Advice Notes Supplementary Guidance.

There will be a requirement for 25% of houses on greenfield development sites in the Inverclyde villages to be for affordable housing.

Policy D – Residential Areas

Proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Where relevant, assessment will include reference to the Council's Planning Application Advice Notes Supplementary Guidance.

Planning Application Advice Note (PAAN) 3 on "Private and Public Open Space Provision in New Residential Development" applies.

CONSULTATIONS

Head of Service – Roads and Transportation – Comments were made as follows:

- Parking should be provided in accordance with the National Guidelines. Visitor parking should be 0.25 spaces per dwelling. The proposed development has 5 no. 5 bedroom properties, 2 no. 4 bedroom properties and 2 no. 3 bedroom properties. The 4 and 5 bedroom properties require 3 parking spaces each and the 3 bedroom properties require 2 parking spaces each and the development requires 3 visitor spaces. The parking provided meets these requirements. The driveways for Plots 6 & 7 are to the side of the building and it is unclear how they will access their homes as there are no paths from the front door to the driveway. This could result in parking on the road rather than using the driveway. The applicant should consider the interaction between the houses and driveways.
- The minimum dimensions of the driveways should be 3m wide by 5.5m long per space. The spaces provided meet these requirements.
- For the garage to be counted as a parking space, it must be a minimum of 3.0m by 7.0m.
- Any visitor parking spaces shall be a minimum of 2.5m by 5.0m.
- Driveways to be paved for a minimum distance of 2m to prevent loose driveway material being spilled onto the road.
- The driveway gradients should not exceed 10%. This should be addressed by condition.
- All roads within the site shall be a minimum of 5.5m wide. The road within the site is to this standard.
- All footways within the site shall be a minimum of 2.0m wide.
- The service strip on the northern side of the road should be converted to a footway with a minimum width of 2m with a reduction to 1.5m past the entrance pillar. This reduction should be kept to a minimum. This should allow for a road of 5.5m throughout the site.
- As the development has no footways between the pillars and Craigbet Road the applicant should form footways with full height kerbs with dropped kerb crossing across the access rather than white lines. These will connect to the footway on the north side of access road through the site and the remote footpath which connects towards Craigbet Avenue.
- The gradient on the roads should be no greater than 8%. This should be addressed by condition.
- The visibility at the entrance is acceptable as it is an existing junction where the previous site was occupied by a school and then offices so I see there being no greater amount of traffic with the new development. There are also no recorded accidents at this location.

- The dedicated footpath to the north-east of the site can be conditioned. It shall have a visibility splay of 1.0m x 43.0m to ensure vehicles have sufficient distance to stop should a pedestrian step onto the road. The boundary wall shall be no higher than 1.0m.
- A Road Construction Consent and Road Bond will be required for all new roads and footways.
- Traffic calming features should be introduced to reduce speeds to less than 20mph.
- Prior to any construction starting on site details of proposed drainage, including the design should be submitted to planning for approval.
- The surface water flow from the site should be limited to that of greenfield flow off as detailed in the FRA.
- The FRA is acceptable, if the attached letter and email is added to the application.
- The proposed development will have an impact on the existing street lighting, accordingly a lighting and electrical design for adoptable areas will be required for each site. A system of lighting shall be kept operational at all times within the existing public adopted areas.

Head of Public Protection and Covid Recovery – Comments were made as follows:

- That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation. This is recommended in order to help arrest the spread of Japanese Knotweed in the interests of environmental protection.
- That the development shall not commence until an Environmental Investigation and Risk Assessment, including any necessary Remediation Scheme with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with current codes of practice. The submission shall also include a Verification Plan. Any subsequent modifications to the Remediation Scheme and Verification Plan must be approved in writing by the Planning Authority prior to implementation. This is recommended in order to satisfactorily address potential contamination issues in the interests of human health and environmental safety.
- That before the development hereby permitted is occupied the applicant shall submit a report for approval, in writing by the Planning Authority confirming that the works have been completed in accordance with the agreed Remediation Scheme and supply information as agreed in the Verification Plan. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of all materials imported onto the site as fill or landscaping material. The details of such materials shall include information of the material source, volume, intended use and chemical quality with plans delineating placement and thickness. This is recommended in order to ensure contamination is not imported to the site and confirm successful completion of remediation measures in the interest of human health and environmental safety.
- That the presence of any previously unrecorded contamination or variation to anticipated ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority and a Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority. This is recommended in order to ensure that all contamination issues are recorded and dealt with appropriately.
- The applicant shall submit to the Planning Authority a detailed specification of the containers used to store waste materials and recyclable materials produced on the premises as well as specific details of the areas where such containers are to be located. The use of the residential accommodation shall not commence until the above details are approved in writing by the Planning Authority and the equipment and any structural changes are in place. This is recommended in order to protect the amenity of

the immediate area, prevent the creation of nuisance due to odours, insects, rodents or birds.

- All external lighting on the application site should comply with the Scottish Government Guidance Note “Controlling Light Pollution and Reducing Lighting Energy Consumption”. This is recommended in order to protect the amenity of the immediate area, the creation of nuisance due to light pollution and to support the reduction of energy consumption.
- The sound insulation should have regard to advice and standards contained in the current Scottish Buildings Regulations. This is recommended in order to ensure that acceptable noise and vibration levels are not exceeded.
- Advisory notes are recommended with regard to site drainage, rats, drains and sewers, Construction (Design & Management) Regulations 2015 (CDM 2015), surface water, on-site sewage treatment and the design and construction of buildings relating to gulls.

Scotia Gas Networks (SGN) – An enquiry has been undertaken via ‘the line search before you dig’ portal which produced a map indicating that a low pressure mains pipeline intersects the south-east corner of the application site.

The response noted that the plan provided only shows the pipes owned by SGN as a Licensed Gas Transporter (GT). Privately owned gas pipes or ones owned by other GTs may be present in the area and information regarding those pipes needs to be requested from the owners.

PUBLICITY

An advertisement was placed in the Greenock Telegraph on the 8th January 2021 due to there being neighbouring land with no premises.

SITE NOTICES

The nature of the proposal did not require a site notice.

PUBLIC PARTICIPATION

The application was the subject of neighbour notification. Ten representations were received, with nine objections to the proposal. The following concerns were raised:

Amenity Concerns

- Concerns over the impact of the garages on plots 6-8 on daylight into neighbouring gardens.
- Concerns over insufficient drainage to compensate for the raised ground level of the proposed development.
- Concerns over the impacts of the garages on daylight and sunlight to neighbouring properties.
- The area could benefit from local amenities, not additional houses.

Design and Layout Concerns

- The detached garages on plots 6-8 are too close to the neighbouring properties to the west of the site.
- The new garages should be a reasonable distance away from neighbouring properties as they are currently shown as being closer than 6m from the nearest houses.
- The proposed house style is not in keeping with surrounding areas.
- The proposed houses are too close in proximity to existing dwellings.
- The proposed boundary fence should be at least 1 metre away from the existing fence to allow access for maintenance and repairs.

Environmental Concerns

- Removal of green space and the impact on wildlife.

Procedural Concerns

- Concerns over plans being altered without consultation.
- Concerns over no opportunity for residents to meet developers face to face to raise concerns.
- Plans show a lack of detail with regards to proximity of house extensions on neighbouring properties.

Roads and Safety Concerns

- Safety concerns that the houses facing onto Craigbet Road are in an unsafe position, with the rear gardens leading onto the new proposed road.
- The condition of the roads and public transport cannot meet the demands for local residents as it stands currently and additional housing will cause the demands to be increased.
- There is a significant amount of pot holes, uneven roads and paths and a lack of regular bus service, which should be improved to factor a larger footfall within the area.

One representation was received from the Kilmacolm Civic Trust, stating they had no objection to the proposal and providing the following comments:

- This is a Brownfield site. It is good that it is being developed for housing.
- We note the change in the positioning of the dwelling houses, the access road and the garages.
- The designs of the 9 dwelling houses are aesthetically pleasing. It is clear that a great deal of thought has been devoted to the proximity of the site to the Conservation Area immediately opposite and the design of the houses within the Conservation Area.

ASSESSMENT

This application is defined as a Local Development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. National Planning Policy requires to be considered including the National Planning Framework (NPF) 3 and Scottish Planning Policy (SPP). The Development Plan consists of the Clydeplan Strategic Development Plan (SDP) and the Inverclyde Local Development Plan (LDP).

In assessing this proposal, it is first appropriate to set out the national, strategic and local policy context.

The Policy Context

National Policy

The National Planning Framework (NPF) 3 and Scottish Planning Policy (SPP) are the two key national planning documents that set the framework for development across Scotland. NPF 3 notes the Scottish Government's desire for a significant increase in house building to ensure housing requirements are met. Additionally it is stated that there will be a need to ensure a generous supply of housing land in sustainable places where people want to live, providing enough homes and supporting economic growth.

SPP introduces a presumption in favour of sustainable development and indicates that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place but not to allow development at any cost. Planning policies and decisions should support sustainable development. It also reinforces the aims of NPF3 to facilitate new housing development. It notes that the planning system should identify a generous supply of land for each housing market area to support the achievement of the housing land requirement across all tenures, maintaining at least a five-year supply of effective housing land at all times. The planning system should also enable provision of a range of attractive, well-designed, energy efficient,

good quality housing, contributing to the creation of successful and sustainable places. Proposals that do not accord with the development plan should not be considered acceptable unless material considerations indicate otherwise. Where a proposal is for sustainable development, the presumption in favour of sustainable development is a material consideration in favour of the proposal. Whether a proposed development is sustainable development should be assessed according to the principles set out in paragraph 29 of SPP.

Whilst there has been consideration given to the sustainability of Quarriers Village in a wider sense through previous applications for residential development, having considered the principles set out in paragraph 29 of SPP, this proposal is considered to be a sustainable development largely as it involves the efficient use of existing capacities of land and supporting delivery of accessible housing at an existing brownfield urban location instead of being development in a green belt or greenfield location.

Both Strategic and Local Development Plan policies are required to follow national policy.



Craigbet Road site frontage, looking west

Strategic Policy

The SDP identifies that housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces. The Vision and Spatial Development Strategy of the SDP supports the provision of high quality and affordable housing in the right location which is central to the creation of a successful, sustainable and growing city region. This will be realised through the prioritisation of regeneration activities, the recycling of previously used land, and higher density development in support of the delivery of the Plan's compact city model.

The proposed housing site is not greenfield nor does it exceed 2 hectares in area, as defined in Schedule 14 and Diagram 10 of the SDP. On this basis it is not considered to be of a strategic scale and therefore it is not necessary to consider the SDP in detail. The proposal is, however,

considered in general terms to strongly support the Vision and Spatial Development Strategy of the SDP of a compact city region as the site is a brownfield site located within an existing urban area. The proposed development is therefore subject to Local Development Plan assessment.

Local Policy

The remaining material considerations in the assessment of this application are therefore the Inverclyde Local Development Plan (LDP); Inverclyde Council's Supplementary Guidance on 'Energy' and 'The Green Network'; Planning Application Advice Note (PAAN) 3 on "Private and Public Open Space Provision in New Residential Areas; the Quarrier's Homes Conservation Area Appraisal; the representations received; the consultation responses; Historic Environment Scotland's "Managing Change in the Historic Environment" guidance note on 'Setting', the impact of the proposed development on the setting of the adjacent Conservation Area; and the Planning Policy Statement on Our Homes and Communities (PPS) approved by the Environment and Regeneration Committee in October 2020.

The PPS locates the application site within an established residential area where Policy D applies. As the site is positioned along the southern boundary of the Quarriers Homes Conservation Area, any development within the site will be clearly visible from and in context with the Conservation Area and will affect the setting of the Conservation Area. Policy 28 is therefore relevant to the proposal. Policy 28 requires proposals for development, within or affecting the setting of a conservation area, to preserve or enhance the character and appearance of the area, whilst having regard to relevant Conservation Area Appraisals and Historic Environment Scotland's policy and guidance.

Policy 1 requires all development to have regard to the six qualities of successful places and the relevant Planning Application Advice Notes Supplementary Guidance, of which PAAN 3 is relevant to this proposal. The relevant qualities in Policy 1 are being 'Distinctive' through reflecting local architecture and urban form, contributing positively to historic buildings and places, making the most of important views and retaining locally distinct built or natural features; 'Resource Efficient' through making use of existing buildings and previously developed land, incorporating low and zero carbon energy-generating technology and utilising sustainable design and construction techniques; 'Easy to Move Around' by being well connected, with good path links to the wider path network, public transport nodes and neighbouring developments and recognising the needs of pedestrians and cyclists; 'Safe and Pleasant' by avoiding conflict with adjacent uses, minimising the impact of traffic and parking on the street scene and incorporating green infrastructure; and 'Welcoming' through integrating new development into existing communities and creating attractive and active streets.

In addition, Policy 8 is relevant as a small area within the site is identified on SEPA's flood maps as being high or medium risk for fluvial flooding. Policy 9 is relevant as it is for a housing development with multiple houses that does not drain directly to coastal waters. As the proposal relates to the construction of new housing and an access road which will generate additional traffic to and from the site, Policies 10 and 11 are also relevant to this proposal. As the proposal is for the redevelopment of a brownfield site, it is also necessary to assess the application on environmental receptors, specifically for contaminated land under Policy 16.

In considering the proposed layout and impacts on urban form and the amenity of neighbouring properties, I will consider the guidance given in PAAN 3 as well as Historic Environment Scotland's guidance note on 'Setting'. PAAN 3 identifies proposals for 10 houses or fewer in a vacant or redevelopment site within a built up area as being small scale infill development. For small scale infill development, PAAN 3 requires new development to accord with the established density and pattern of development in the immediate vicinity with reference to front and rear garden sizes and distances to plot boundaries. In all instances the minimum window to window distances should be achieved. The guidance note on 'Setting' states that there are three stages to assessing the impact of a development on the setting of a historic asset or place: identifying the historic assets that may be affected; defining and analysing the setting; and evaluating the potential impact of the proposed changes on the setting, and the extent to which any negative impacts can be mitigated.

The site primarily adjoins two developments, the original Quarrier's Homes Conservation Area, built in the late 19th Century to the north and east of the site and a more modern housing development built in the 1980s to the west of the site. The Quarrier's Homes Conservation Area Appraisal identifies that the Conservation Area contains a mixture of short straight avenues and curving lanes which creates an interesting open village form, with each house set back from the avenues, deliberately placed in substantial plots. This is evident with the buildings along Craigbet Road to the north-west of the site and nearby streets at Faith Avenue, Hope Avenue and Love Avenue to the north-east being positioned between 10 and 25 metres apart. The 1980s houses on Craigbet Avenue are much closer together, being positioned between 2 and 3.5 metres apart. The proposal will contain four detached dwellings fronting onto Craigbet Road, which will form a continuation of the established street frontage on Craigbet Road. These houses are to be positioned between 8 and 12 metres apart, which will allow it to reflect the established pattern of development within the Conservation Area. The proposal will also contain four buildings towards the rear, being positioned between 4 and 6 metres apart, with the exception of the turning area between plots 6 and 7. The pattern of development proposed will provide a gradual progression in plot distances from east to west, which will allow the development to reflect the urban form of both the Conservation Area and the adjoining development to the west of the site.

Another key aspect of the site's setting relates to the set-back distances of the proposed plots fronting onto Craigbet Road. The adjoining buildings within the Conservation Area to the north-west have an established building line set back from the road between around 16 and 18 metres. The school which was previously positioned on the site was set back from Craigbet Road by between 12 and 16 metres. The proposed buildings are to be positioned between 8 and 12 metres from Craigbet Road, with the buildings getting closer to the road as the plot narrows towards the east of the site. I note that Craigbet Road curves slightly between the established buildings within the Conservation Area to the north-west and the proposed dwellings which lessens the impact of bringing the proposed dwellings slightly closer to Craigbet Road. As such, I am satisfied that the set-back distance for the proposed dwellings will not impact on the established building line along Craigbet Road.

In considering the design of the proposed houses, I note the objections raised which consider that the house style is not in keeping with surrounding areas and the comments raised by the Kilmacolm Civic Trust, who consider the house designs to be aesthetically pleasing and well-thought out relative to the proximity of the Conservation Area and design of the houses within the Conservation Area. The proposed houses are to be finished in grey slate with decorative roof ridges, a mixture of natural stone and white render walls, with white timber windows throughout. All of these materials and finishes are in use on existing houses within the Conservation Area and can be considered as suitable for its setting. The proposed houses all will contain a variety of distinct decorative features, including stone feature front door entrance frames; stone emblem panels; stone bay windows; gabled dormers; gable braces; stone chimneys; varying roof heights; sash and case vertical timber windows; split-face stone base courses and exposed rafters. Each of the existing houses within the Conservation Area makes use of a number of these features and I note that a number of these features exist on many modern houses in the vicinity, including the houses to the north-west of the site on Craigbet Avenue, which make use of stone chimneys, gable braces and varying roof heights. Taking this into account, I am satisfied that the setting and neighbouring houses have been taken into consideration with regard to the design of the proposed buildings and that they are of a high standard which is acceptable for their context. It stands that the proposal will have an acceptable impact on the setting of the Conservation Area, and therefore meets the quality of being 'Distinctive' in Policy 1 and can be considered in accordance with Policy 28 and the Historic Environment Scotland guidance note on 'Setting'.

I note the concerns raised over the proximity of the proposed garages to the rear of plots 6-8 impacting on daylight into neighbouring properties to the south-west of the site. The impact of the garages has been assessed against the BRE publication "Site layout planning for daylight and sunlight: a guide to good practice", measuring the existing and proposed vertical sky component (VSC). The VSC has been measured for the closest neighbouring windows at 12 Craigbet Avenue, which will face towards the garage on plot 8 at distances of approximately 7.2 metres for the kitchen window and 6.9 metres for the glazed family room door and for the

closest neighbouring windows at 14 Craigbet Avenue, which will face towards the garages on plots 6 & 7 at distances of approximately 8.5 metres for the dining-room and 7.5 metres for the kitchen window. If the VSC is greater than 27% then enough skylight will reach the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice a reduction in the amount of skylight. The daylight indicator shows that the kitchen and family room windows at 12 Craigbet Avenue have existing VSCs of 35.5% VSC and 35% VSC respectively. With the proposal in place these will be reduced to 34.5% VSC and 34% VSC respectively. These are well above the minimum 27% recommended. For the dining-room and kitchen windows at 14 Craigbet Avenue, they currently both have a VSC of 40% (no obstructions) and will drop to 38% and 37% respectively with the proposal in place, comfortably above the minimum 27% VSC recommended. It stands that the proposal will not result in an unacceptable loss of light to any rooms in neighbouring houses. Furthermore, the design of the site ensures that all windows will meet the window to window intervisibility guidance, with the exception of the side facing windows between plots 3 and 4. The applicant has proposed raising ground levels where these site boundaries meet and installing a 1.8 metre high boundary fence between these properties, in order to provide adequate screening between these windows. Taking all of the above into account, I am satisfied that the proposal does not conflict with the guidance in PAAN 3.



The site as viewed from the north-west from Craigbet Road

With regard to Policy 8, part of the site has been identified on SEPA's flood maps as at risk of fluvial flooding in the south-east corner of the site with some surface flooding risk also identified around this area of the site. In light of this, a Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) have been submitted. The Head of Service – Roads and Transportation, within her capacity as Flooding Officer, raises no objections to the proposal in terms of flooding or drainage issues for the site itself or for surrounding land but has requested conditions are placed on the granting of any consents for details of the proposed drainage design to be submitted to and approved prior to construction and for the surface water flow from the site to be limited to that of greenfield flow off as detailed in the FRA. I concur with her recommendations and consider these matters can be addressed by means of condition. On this basis I conclude that the proposal accords with Policies 8 and 9.

In considering the proposal in relation to Policy 16, the Head of Public Protection and Covid Recovery has been consulted to determine compliance with this policy. He raises no objections to the proposal, however has requested conditions are placed on the granting of any consents for a survey to be carried out for Japanese Knotweed, as well as for an Environmental Investigation and Risk Assessment to be carried out before development commences, with a Remediation Scheme put in place in order to identify and address potential contamination issues, as well as a report to be submitted upon completion to ensure no contamination is

brought onto the site. I concur with his recommendations and consider that by addressing these matters by means of condition, the proposal is in compliance with the requirements of Policy 16.

Turning to other matters raised by the Head of Public Protection and Covid Recovery, the conditions requested regarding waste storage, external lighting and sound insulation are matters most appropriately controlled by other legislation. Advisory notes on these matters can, I consider, be added to the other advisory notes he recommends as part of the granting of any planning permission.

With regards to Policies 10 and 11 and the impacts on traffic and parking on the street scene, I note the concerns raised in the objections with regard to the condition of existing roads and lack of suitable public transport service to the area, as well as safety concerns raised over the houses facing onto Craigbet Road being in an unsafe position, with rear gardens facing onto the shared access road. In considering these matters, I turn to the consultation response received from the Head of Service – Roads and Transportation. She raises no objections to the proposal in terms of parking or road safety issues. The drawings indicate that off-street parking spaces will be provided for each proposed dwellinghouse in accordance with the National Roads Development Guidelines, as well as three off-street visitor parking spaces, which meet the requirements of the guidance. I consider that the provision of these parking spaces will help minimise traffic and parking on the street scene, in accordance with meeting the quality of being 'Safe and Pleasant', and consider it prudent to condition that these are provided prior to the occupation of each dwellinghouse.



The site as viewed from the access to the south-east

Following concerns raised over a lack of access between driveways and front doors on plots 6 and 7, the applicant has provided updated drawings indicating access paths within each garden between the respective driveways and front doors. Regarding matters concerning converting the service strip to a footway and provision of footways at the main entrance, the applicant has provided updated drawings indicating these can be provided. Regarding matters concerning parking space sizes, gradients and driveway materials, these can be addressed by means of condition. Matters relating to Road Construction Consents, Road Bonds and street lighting are matters most appropriately controlled by other legislation and therefore have no bearing on this application. I therefore consider that the proposal complies with Policy 11 and will have an acceptable impact on traffic and parking on the street scene, as required to meet the quality of being 'Safe and Pleasant' in Policy 1.

In terms of being 'Easy to Move Around', the site has good connectivity with public transport nodes, with the nearest bus stop being within 50 metres of the site entrance on Craigbet Road, which operates an hourly service between 07:00 and 17:00 Mondays to Fridays and between 09:00 and 17:00 on Saturdays. In considering the suitability of walking and cycling access

(Policy 10), the access road through the site is proposed to have a shared surface, which can be used by pedestrians and cyclists. An additional pedestrian access link is proposed which runs from Craigbet Road to the centre of the site, which is proposed to be a minimum of 2 metres in width, in accordance with the footway width requirement identified by the Head of Service – Roads and Transportation. I note concerns raised by the Head of Service – Roads and Transportation over the existing stone wall impacting on pedestrian visibility from persons exiting the site onto Craigbet Road. I consider that this matter can be addressed by condition to ensure the stone wall does not impair the view of pedestrians. I note that the site provides good access to the core path network which runs along Faith Avenue and turns onto Craigbet Road from the junction directly across Craigbet Road from the main entrance to the site, therefore it meets the quality of being 'Easy to Move Around', and can be considered acceptable in being 'Resource Efficient' with regard to being built around public transport nodes.

In addition to the above, the quality of being 'Resource Efficient' requires the proposal to incorporate low and zero carbon energy-generating technology. Policy 6 requires all new buildings to be designed to ensure the carbon dioxide emissions reduction standard set by the Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. I am content that this matter can be satisfactorily controlled by condition. Policy 10 requires proposals to include electric vehicle charging infrastructure, having regard to the Supplementary Guidance on Energy. The guidance indicates that for new residential development consisting of single or multiple dwellings, one trickle charging point should be provided per dwelling. I am content that this matter can be satisfactorily controlled by condition and am content that the proposal will incorporate low and zero carbon energy-generating technology. The proposal also makes use of previously developed land, therefore it meets the quality of being 'Resource Efficient' in Policy 1, and complies with Policy 6.

The proposal is for the redevelopment of a brownfield site into housing and is located within an existing residential area. Taking into account all of the above assessment, I conclude that the proposal will not have any significant implications on the amenity of neighbouring properties in terms of noise; smell; vibration; dust; air quality; flooding; invasion of privacy; or overshadowing and therefore does not raise any concerns with regard to meeting the quality of being 'Safe and Pleasant' in LDP Policy 1 and therefore can be considered in accordance with Policy 1.

It is therefore considered that the proposal accords with the LDP.

Turning to other material considerations not yet addressed, Policy A of the PPS identifies that proposals for sites not specifically identified in the LDP will be considered with regard to the applicable policies, with a strong preference for appropriate brownfield sites within the identified settlement boundaries, there being no adverse impact on the delivery of the Priority Places and Projects identified by the adopted 2019 Inverclyde Local Development Plan, evidence that the proposed site will deliver housing in time to address the identified shortfall within the relevant Housing Market Area; and a requirement for 25% of houses on greenfield development sites in the Inverclyde villages to be for affordable housing. As the proposal is within an appropriate brownfield site, will have no implications on the delivery of the Priority Places and Projects, and provides a site which will contribute towards the housing required for the Renfrewshire Sub-Market Area, it stands to comply with Policy A.

Policy B of the PPS supports new housing development identified in the schedule to this policy and on other appropriate sites within residential areas and town and local centres. Although not identified by the schedule my conclusion from the above analysis is that this is an appropriate site within an existing residential area. Furthermore, Policy D of the PPS notes that proposals for new development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Based on the above assessment, I conclude that the proposal achieves these requirements and is therefore compliant with this policy.

Turning to concerns raised by the objectors not addressed above, I note the objection suggesting that the area could benefit from local amenities, however the proposal is to be assessed as submitted and any potential for alternative uses would have no bearing on this application. With regards to concerns over plans being altered following the granting of consent without consulting with neighbouring residents, the application is to be determined as currently

submitted and any further alterations which would fall under planning controls would require to be addressed under a revised application. I note the comments regarding the lack of opportunities for residents to raise concerns with developers prior to the application being submitted, however, this is only a statutory requirement for proposals which fall under the categories of national or major developments and is not a requirement in this instance. Regarding the concerns raised over a lack of detail with regard to house extensions which have been erected at neighbouring properties and the proximity of windows on properties outwith the application site, the proposal has been assessed on site and the daylight calculations have been established taking into consideration the more recent house extensions to the rear of the neighbouring properties which face onto the application site. Disputes over the proximity of adjoining boundary fencing and maintenance of existing fencing are civil matters to be discussed between the parties involved and are not planning related considerations, therefore they have no bearing on the assessment of this application.

Regarding the concerns raised over the removal of green space and the impact on wildlife, the site is predominantly a mixture of grass and concrete remaining from the school which was recently demolished, and can be considered to have low wildlife potential. The proposal has indicated a number of mature trees around the edges of the site, identifying that three trees will require to be removed and the remaining trees are to be retained, with some pruning and crown reductions to accommodate the proposal. The applicant has indicated that eleven new trees will be provided, which I consider suitable as replacements for the trees being removed. As the site is not located within a Conservation Area or covered by a Tree Preservation Order (TPO), the trees are currently not afforded any protections, however I consider it prudent to condition for the trees identified to be retained in the proposal to be preserved, in order to preserve the character of the area. I also consider it prudent to attach a condition restricting the removal of any trees to outwith the bird breeding season, to minimise the impact of tree removal on wildlife.

Overall conclusion

The proposed development is in a sustainable location and strongly accords with national and strategic policies that direct development to existing brownfield sites within urban areas in the first instance before Green Belt sites. Furthermore, it stands that the proposal is in accordance with the relevant policies in the Local Development Plan. Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. As the proposal is in accordance with the relevant policies in the Local Development Plan and the Planning Policy Statement on Our Homes and Communities and as there are no material considerations which would warrant refusal of the application, I conclude that planning permission should be granted, subject to conditions.

RECOMMENDATION

That the application be granted subject to the following conditions:

1. That prior to the start of development, details of a survey for the presence of Japanese Knotweed shall be submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation.
2. That the development shall not commence until an Environmental Investigation and Risk Assessment, including any necessary Remediation Scheme with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with current codes of practice. The submission shall also include a Verification Plan. Any subsequent modifications to the Remediation Scheme and Verification Plan must be approved in writing by the Planning Authority prior to implementation.

3. That before the development hereby permitted is occupied the applicant shall submit a report for approval, in writing by the Planning Authority confirming that the works have been completed in accordance with the agreed Remediation Scheme and supply information as agreed in the Verification Plan. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of all materials imported onto the site as fill or landscaping material. The details of such materials shall include information of the material source, volume, intended use and chemical quality with plans delineating placement and thickness.
4. That the presence of any previously unrecorded contamination or variation to anticipated ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority and a Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.
5. Notwithstanding the provisions of Classes 1C, 2A, 3C and 3E of Part 1 and Class 7 of Part 2 of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended, an application for planning permission will be required in respect of:
 1. The erection, construction or alteration of any porch outside any external door of a dwellinghouse;
 2. The erection, construction or alteration of any access ramp outside any external door on the principal elevation of a dwellinghouse;
 3. The provision within the front curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of that dwellinghouse or the replacement in whole or in part of such a surface;
 4. The erection, construction or alteration of a gate, fence, wall or other means of enclosure forward of the principal building line.
6. The houses hereby approved shall not be occupied until the associated off-street parking spaces shown on approved drawing number 1-101 have been provided within each respective plot.
7. The garages hereby approved on plots 5-9 shall contain a minimum internal space of 3.0m by 7.0m for each parking space.
8. All visitor parking spaces shall be a minimum of 2.5m by 5.0m.
9. The gradient on the roads shall be no greater than 8% and the gradient on the driveways shall be no greater than 10%. Driveways are to be paved for a minimum distance of 2.0m adjacent to the footway.
10. Unless agreed in writing by the Planning Authority, all footways provided within the site shall be a minimum of 2.0m wide.
11. Details of the surfacing of the footway on the northern side of the access shall be submitted to and approved in writing by the Planning Authority prior to occupation of the first of the dwellinghouses hereby permitted.
12. Prior to the construction of the access footpath between plots 2 and 3, full details of the wall opening identified for providing access from Craigbet Road to the site shall be submitted to and approved in writing by the Planning Authority.
13. Prior to any construction starting on site details of proposed drainage, including the design should be submitted and approved in writing by the Planning Authority.

14. The surface water flow from the site shall be limited to that of greenfield flow off as detailed in the Flood Risk Assessment. For the avoidance of doubt all surface water shall be contained within the site during the construction phase and thereafter.
15. All houses hereby approved shall be designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies, details of which shall be submitted to and approved in writing by the Planning Authority prior to the erection of the houses.
16. All houses hereby approved shall be designed to include at least one trickle charging point made accessible for the charging of electric vehicles, details of which shall be submitted to and approved in writing by the Planning Authority prior to the erection of the houses.
17. Prior to their use, samples of all facing materials to the dwellinghouses, garden walls and hard surfaces shall be submitted to and approved in writing by the Planning Authority. The approved materials shall thereafter be used unless a variation is approved in writing by the Planning Authority.
18. Tree removal shall take place out with the bird breeding season (March to August inclusive).
19. Soft landscaping as per the Proposed Site Plan drawing 1-003, Rev A, shall proceed as approved unless any alternative is agreed in writing by the Planning Authority. All soft landscaping hereby approved shall be completed within 4 weeks of the last dwellinghouse hereby permitted being occupied.
20. Details of maintenance and management for the landscaping shall be submitted to and approved in writing by the Planning Authority prior to the start of construction of the development hereby permitted. Management and maintenance shall commence upon completion of the landscaping.
21. Any trees, shrubs, hedges or areas of grass which die, are removed, damaged or become diseased within five of completion of the soft landscaping shall be replaced within the following year with others of a similar size and shape.

Reasons:

1. To help arrest the spread of Japanese Knotweed in the interests of environmental protection.
2. To satisfactorily address potential contamination issues in the interests of human health and environmental safety.
3. To ensure contamination is not imported to the site and confirm successful completion of remediation measures in the interest of human health and environmental safety.
4. To ensure that all contamination issues are recorded and dealt with appropriately.
5. To enable the planning authority to retain control over works otherwise permitted thereby ensuring the setting of the landscaping of Quarrier's Homes Conservation Area is protected from unsympathetic development.
6. In the interests of road safety.
7. To ensure the usability of the garages as car parking spaces, in the interests of road safety.
8. To ensure the usability of the car parking spaces in the interests of road safety.

9. To ensure the provision of adequate driveways and to prevent loose material being carried onto the road.
10. To ensure safe footpath access in the interests of road and pedestrian safety.
11. To ensure a finish which preserves the character of the development.
12. To ensure safe footpath access in the interests of road and pedestrian safety.
13. To control runoff from the site and prevent flooding of neighbouring properties.
14. To ensure the development does not increase the risk of flooding to neighbouring properties.
15. To comply with the requirements of Section 72 of the Climate Change (Scotland) Act 2009.
16. To ensure adequate provision is made to encourage the use of electric vehicles.
17. To enable the Planning Authority to retain effective control of facing and finishing materials in the interests of visual amenity.
18. To ensure the protection of breeding birds within the application site.
19. To ensure the retention of the approved landscaping scheme in the interests of visual amenity and to ensure the provision of a visually acceptable environment.
20. To ensure the maintenance and management of the approved landscaping scheme in the interests of visual amenity.
21. To ensure the maintenance of the approved landscaping scheme in the interests of visual amenity.

Stuart Jamieson
Interim Service Director
Environment & Economic Development

Local Government (Access to Information) Act 1985 – Background Papers. For further information please contact David Sinclair on 01475 712436.