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<b>Report To:</b>	<b>The Planning Board</b>	<b>Date:</b>	<b>7 March 2012</b>
<b>Report By:</b>	<b>Head of Regeneration and Planning</b>	<b>Report No:</b>	<b>11/0169/IC Plan 03/12</b>
<b>Contact Officer:</b>	<b>Guy Phillips</b>	<b>Contact No:</b>	<b>01475 712422</b>
<b>Subject:</b>	<b>Notification of Planning Appeal Decision: Application for residential development in principle, including the formation of a new access road at Barr's Brae, Port Glasgow</b>		

## INTRODUCTION

In October 2011 planning permission was refused for residential development in principle, including the formation of a new access road at Barr's Brae, Port Glasgow. Planning permission was refused for the following reasons:

1. As the development will have an adverse impact on users of the Sustrans cycle track, which is part of the core path network as referred to in Local Plan Policies LR6 and LR7.
2. As the development is located on land within the green network of open spaces that provides a physical and attractive buffer between an area of brownfield land and the road on Barr's Brae.
3. As the development is on land identified in the Local Plan as open space, development of which would be contrary to Local Plan Policy LR1, Safeguarding Open Spaces.

An appeal against the refusal of planning permission application was been lodged with the Scottish Government. The appeal was considered by written submissions.



## **NOTIFICATION OF APPEAL DECISION**

The Reporter considered the loss of open space and the visual impact to be the determining issues.

While not doubting that the Dougliehill area is more than adequately provided with open space and noting that development would not sever the green network, he took the view that the reduction of the cycle track to a 20-25 metre wide wooded strip is contrary to the Development Plan.

He also saw the site being an attractive passive role of benefit wider than the Dougliehill estate and accordingly contrary to Local Plan policy LR1.

Considering impact on visual amenity, he found that the combination of building heights and retaining walls would have a seriously harmful impact.

In favour of the development, he acknowledged that surrounding landform would ensure that the enjoyment of this section of the cycle path is adequately safeguarded from the development; the site entrance from Barr's Brae was found to be acceptable; this is an effective and efficient use of unused land in a sustainable location and complying with both the Development Plan and Scottish Planning Policy; the development would be a valuable addition to the local housing stock; and residents would have a pleasant living environment with easy access to non motorised commuting in compliance with Scottish Planning Policy.

In balancing the considerations, he was not persuaded that the benefits of the development should outweigh the loss of open space and visual amenity. He dismissed the appeal.



## **RECOMMENDATION**

The Board notes the position.

Stuart Jamieson  
Head of Regeneration and Planning

## BACKGROUND PAPERS

Planning application 11/0169/IC  
Planning appeal decision letter dated 26 January 2012.



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