

WEST DUNBARTONSHIRE COUNCIL

Report by the Chief Officer - Regulatory and Regeneration

Planning Committee: 8th June 2022

Subject: DC21/138/FUL: Proposed residential redevelopment of 88 dwellings comprising of cottage flats, bungalows and flats with vehicular access, associated car parking and landscape works at land at the corner of Glasgow Road and Mill Road, Clydebank by West Dunbartonshire Council

1. Purpose

- 1.1** To provide the Committee with additional information following continuation of the above planning application and to seek the Committee's decision on the application.

2. Recommendations

- 2.1** **Grant planning permission** subject to the revised conditions set out in Section 9 of Appendix 2 of the report.

3. Background

- 3.1** The above planning application was presented to Planning Committee on 6th October 2021. Appendix 1 contains a copy of the report presented to October Planning Committee. It agreed to continue the above application to allow officers to give further consideration to parking provision.

4. Main Issues

- 4.1** Following the continuation of the above application a Transport Statement was prepared to consider transport and traffic implications for the development of 88 affordable housing units focusing on pedestrian movements, cycling, and public transport together with an indication of possible amounts of traffic generated by such a development. Glasgow Road is a major route between west of Glasgow and Clydebank. Both Glasgow Road and Mill Road have footways on each side, are street lit and subject to 30 mile per hour speed limit. There is a new cycle path incorporated within the proposed development from the railway station car park south to Glasgow Road. The site is close to National Cycle Route NCR7 which is some 350 metres from the site at the south end of Dock Street. There are also a number of bus stops conveniently located on Glasgow Road and Mill Road being less than 100 metres from the site access. The railway station of Yoker operate a basic weekday and Saturday service of 4 trains per hour in each direction (every 15 minutes) westbound to Dalmuir via Clydebank and eastbound to Partick. Therefore

there are regular bus and train services in close proximity to the site and is in walking distance to Clydebank town centre and the Queens Quay waterfront area. The site also will be in close proximity to the new Renfrew/Clyde bridge which will connect Clydebank and Glasgow with Renfrew. The new bridge will have good walking and cycling provision.

- 4.2** There are some 30 traffic movements an hour during weekday peak traffic periods associated with 88 affordable homes. A total of 79 car parking spaces were originally proposed which is slightly below the standard required for this type of development. Since the continuation of the application the parking provision has been reviewed and 99 car parking spaces (112.5%) now are proposed together with a proposal that parking provision will be reviewed after occupation where the provision could be increased to 110 spaces (125%) if required. Nine marked and signed disabled spaces will be provided, with each one close to each of the nine wheelchair accessible houses in the development. Two electric vehicle charging points are to be provided with ducting provided for all parking spaces (including the possible future provision). Cycle parking is one space per flat and there is scope in the garden of the houses to erect a shed or storage unit. This is all considered acceptable by the Council's Roads Service.
- 4.3** As part of the submitted Transport Statement a snapshot survey was made of overnight parking at nearby developments. The survey was carried out after 11.00 pm on Wednesday 10th November 2021. The snapshot survey showed that the percentage demand for parking to be well below the 112.5% provided for this development and ranged from 25% to 57% demand of allocated parking spaces. Other measures proposed include Travel Plan to encourage walking, cycling and use of public transport facilities for future residents and this information available for first occupants. The car parking provided will also be managed given the proximity of Yorker railway station. Given the highly sustainable location of the site and the submission of supporting information the number of car parking spaces is considered acceptable. If the needs of the residents change as the development is occupied then functioning additional spaces can be provided. This can be achieved via a planning condition.
- 4.4** During the continuation of the application further site investigations and assessments have been undertaken. A revised site investigation report was submitted and on the basis of the information provided the associated risks at the site are now recognised. The report now acknowledges that contamination, both chemical and physical, is present across the site and that both remediation and mitigation will be necessary to enable this site to be developed. The proposal is for areas of gross contamination to be excavated and for further mitigation measures to be implemented to ensure that any remaining contamination is properly and robustly managed. Remediation and mitigation measures will require further discussion and this would be conditioned as part of the planning consent. A reduced capping depth in landscaped areas or the mound has not been accepted. As a result of the

recent report, condition 12 regarding a site investigation report has now been met and can be removed from the set of conditions. Two additional conditions are proposed Conditions 13 and 15 in terms of the completion of remediation scheme and the monitoring and maintenance scheme of the long term effectiveness of the proposed remediation. The SUDS condition (Condition 18) has been amended to remove reference to contaminants and pollution pathways as this will be confirmed in the remediation strategy.

5. People Implications

- 5.1** None.

6. Financial and Procurement Implications

- 6.1** There are no financial or procurement implications in terms of this report.

7. Risk Analysis

- 7.1** No risks have been identified.

8. Equalities Impact Assessment (EIA)

- 8.1** Not required.

9. Consultation

- 9.1** Consultation was undertaken as part of planning processes associated with the planning application.

10. Strategic Assessment

- 10.1** There are no strategic issues.

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Chief Officer - Regulatory and Regeneration

Date: 8th June 2022

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Appendices: Appendix 1 - Planning Committee Report: Ref: DC21/138/FUL (06/10/2021)
Appendix 2 – Revised Conditions
Appendix 3 – Location Plan

Background Papers: Transport Statement - 17th November 2021
Site Investigation Report - Version 5 (May 2022)

Wards Affected: Ward 6 – Clydebank Waterfront