

WEST DUNBARTONSHIRE COUNCIL**Report by Strategic Lead - Regulatory****Planning Committee: 17th March 2021**

DC20/232: Formation of car park and associated landscaping and footpaths at land adjacent to Dalreoch Railway Station, West Bridgend, Dumbarton by West Dunbartonshire Council.

1. REASON FOR REPORT

- 1.1** The application raises issues of local significance and is subject to a number of objections. Under the terms of the approved Scheme of Delegation, it therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** Grant full planning permission subject to the conditions set out in Section 9.

3. DEVELOPMENT DETAILS

- 3.1** The application site relates to a section of land measuring approximately 2680 Sqm in footprint which is situated at the corner of West Bridgend and William Street, Dalreoch. The site is predominantly grassed with a few isolated shrubs and two clusters of mature trees situated on the northern and north eastern boundaries of the site; none of the trees either located within the site or neighbouring it are subject to a Tree Preservation Order (TPO).
- 3.2** The site occupies a lower gradient to that of the surrounding roads to the north and west and it slopes down from west to east at a gradual decline before levelling out. The A814 Glasgow Road which is situated to the north east of the site is also located on higher, elevated position than compared to the site. To the south and south east of the site are two residential flatted blocks which are intersected and separated from the site itself by William Street and a series of private car parks associated with the flats.
- 3.3** Planning permission is sought for the formation of a car park, new footpaths and hard and soft landscaping on the site. The purpose of the car park is to serve Dalreoch Railway Station by providing a 'Park and Ride' facility to encourage the further use of rail transport.
- 3.4** The car park itself will provide a total of 33 no. of car parking spaces with one of these specifically designated for the charging of electric vehicles. The three new sections of footpath which are proposed will connect the proposed car park facility to existing footways and pavements located on West Bridgend, William Street and the existing path network leading to the train station and

National Cycle Network 7 (NCN7) respectively. Soft landscaping is proposed including 10 heavy standard native trees which are to be planted alongside a series of smaller shrubs and new sections of grass and turfing around the perimeter of the car park.

4. CONSULTATIONS

- 4.1** WDC Roads Service: No objections subject to conditions regarding footpath specifications and a signage strategy. .
- 4.2** WDC Environmental Health: No objections subject to conditions regarding contamination, construction hours and dust management during construction.
- 4.3** Network Rail and Scottish Water have no objections to the proposed development

5. REPRESENTATIONS

- 5.1** Five letters of objection have been received from local residents and one representation from a Councillor. A summary of the points raised in the representations are as follows:
- The proposed car park will overspill into existing nearby parking courts;
 - Users of using the train station already park their cars in the nearby parking courts that serve residential properties and this will intensify and increase if the development is approved;
 - The development does not provide any disabled parking bays or electric car charging points both of which are required as part of Scottish Planning Policy (SPP);
 - The development will impact congestion on William Street where the junction to West Bridgend is already busy with two bus stops and traffic lights;
 - A roundabout should be provided within the area before a further trip and car generating development such as this is considered in order to address existing traffic and congestion issues, particularly on Renton Road.
 - The increased traffic generated from the development will be a danger to pedestrians in the area.
 - No walkways for pedestrians is proposed
 - The pavements on William Street are already insufficient for pedestrians to walk.
 - No traffic report has been provided as part of the application.
 - This parking facility is not required or needed and the existing parking at Dalreoch Train Station is sufficient to meet the demand of commuter traffic to and from the station.
 - Dalreoch Train Station has been reducing its train service in recent times and this further compounds the point that this car park facility is unnecessary;
 - The gradient of the site combined with its distance to Dalreoch Train Station makes it impractical for many users, particularly the elderly and disabled.
 - This parking facility should be built on station land or immediately next to Dalreoch Train Station;

- The parking facility at Dalreoch Train Station at present is not properly maintained and is a state of disrepair. This should be upgraded before a new parking facility is considered;
- Network Rail do not intend to upgrade Dalreoch Train Station to better accommodate disabled users and this development equally does nothing to address the issues that persist;
- Ground within the site is highly contaminated and not suitable for the development;
- Ground within the site offers natural drainage during prolonged rain and this will be compromised, leading to flooding issues;
- A main sewer line and gas pipe is located within the area of the proposed development, making it undevelopable.
- The development will affect the air quality in and around the nearby residential flats.
- Early morning and late evening users of the car park will generate traffic noise impacting the amenity of nearby residential properties many of which are sheltered accommodation with an elderly population.
- The proposed car park could have a detrimental affect on the privacy of residents of Leven Court who live facing the car park.
- The proposed car park will be well lit and may cause light pollution to residents of Leven Court.
- The site is green and public open space offering biodiversity and a welcomed amenity area and buffer between the residential area and the busy Glasgow Road and Artizan Bridge and the railway line.
- The development will compromise and require the removal of mature tree belts located in and around the site.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Local Plan 2010

- 6.1** Policy GD1 seeks to ensure that all new developments are of a high quality design, of an appropriate and compatible land use and that it respects the character and amenity of the surrounding area. Policy H5 seeks to ensure that the character and amenity of existing residential areas are safeguarded where new development is proposed. The criteria relevant to these considerations includes a need for proposals to reflect the character of the surrounding area in terms of its scale, design, density and materials and to avoid development that would adversely effect on local amenity. Policy E5 relates to trees and requires new development proposals to consider impacts on trees and incorporate suitable tree planting where appropriate.
- 6.2** The proposal complies with all the relevant policies contained in the Adopted Local Plan and is assessed fully in Section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP1) Proposed Plan

- 7.1** On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers' Direction, the Local Development Plan has remained unadopted but continues to be a material consideration in the determination of planning applications.
- 7.2** Similar to Policy H5 of the Adopted Plan, Policy BC4 focuses on new developments within existing neighbourhoods and requires them to respect and be compatible with their surrounding environment. Policy DS1 seeks to deliver successful places and sustainable design for all development proposals. Policy GN5 relates to the protection of forestry, woodland and trees and also applies.
- 7.3** The proposal complies with all the relevant policies contained in the Local Development Plan (LDP1) Proposed Plan and is assessed fully in Section 7 below.

West Dunbartonshire Local Development Plan (LDP2) Proposed Plan

- 7.4** The modified LDP 2 was approved by the Council in August 2020. The Scottish Government issued a direction to the Council on 18th December 2020 requiring modifications to the housing parts of LDP2 and these modifications will be presented to a future Planning Committee for consideration. LDP2 is therefore the Council's most up to date policy position and has significant weight in the assessment and determination of planning applications at this time.
- 7.5** Policy H4 focuses on the safeguarding of amenity in existing residential areas and sets a need for developments to protect, preserve and enhance their residential character and amenity. Similarly to policy H4, Policy CP1 states that new developments must respond to their local context as well as protect and enhance the amenity of existing communities and neighbouring development sites. The proposed development is compatible with the surrounding residential area by virtue of its scale, nature, design and purpose.
- 7.6** Policy ENV4 is similar to the tree policies of the other two plans and seeks to offer protection for trees and woodland areas. Where any specimens are to be removed, appropriate and proportionate mitigation should be proposed in the form of compensatory planting. Whilst the development does result in the removal of 3 trees and part of an area of informal landscaping, this can be justified. Compensatory planting alongside proposals to retain established tree belts and woodland areas ensures compliance with the applicable tree policy. These considerations are set out in more detail in Section 7 below.
- 7.7** Policy ENV8 seeks to ensure that developments do not have a significant impact on established residential areas and properties by way of air, noise or light pollution. Where required, proposals that have the potential to impact, they will require to demonstrate that their impact is not significant and provide adequate mitigation where necessary. The proposals will not have a

significant impact in any of these regards with the Councils Environmental Health Section having no objection to the development.

- 7.8** Policy CON1 relates to transport matters and requires all developments to comply with national, regional and local transport requirements. One particular criteria of this policy sets a requirement for developments to include electric car charging provision. Policy CON2 looks at Local Transport Strategy Transportation Schemes and promotes developments which offer sustainability improvements and a reduction in car dependency. The proposed park and ride facility development will assist to deliver and support a transition to sustainable modes of traffic (rail travel) and as such complies with the principle aims of these policies. Equally, the Councils Roads Service have no objections to the proposals. These matters are considered in more detail in the proceeding sub-sections below.

Principle of Development

- 7.9** Dalreoch Train Station is a busy and well used train station which provides regular train services both Southeastbound to Glasgow and Edinburgh and also Westbound to Balloch and Helensburgh. Presently, the curtilage of the train station only accommodates a total of 107 parking spaces which often reaches full capacity.
- 7.10** The proposed extension to the car park facilities will assist in meeting the required demand and serve and support Dalreoch Train Station. This additional car park will act as an 'interchange point' from private car to public transport and it will improve connectivity and the use of public transport and promote more sustainable patterns of travel. New path networks are proposed around the perimeter of the car park and these will connect the proposed parking facility to a number of existing core paths, including those leading directly to the train station and NCN7, ensuring the development represents an attractive and well connected option for users. No designated disabled parking bays are provided as part of the development as a sufficient capacity is already accommodated at the entrance to Dalreoch Train Station.
- 7.11** The principle of the development therefore is acceptable and the proposals meet the intention of the relevant transport, infrastructure and sustainability policies which seek to deliver developments that promote sustainable transport, that reduce dependency on the private car and which encourage a modal shift from private to public transport within such areas. The inclusion of an electric car charging point within the proposed car park facility meets with the particular criteria of Policy CON1 of the Local Development Plan 2: Proposed Plan (2020) as well as Scottish Planning Policy (SPP).

Site Selection and Impact on Landscaped Area

- 7.12** The applicant has provided a supplementary statement which includes details on the 'Site Selection' process. This demonstrates that there is no other locations within a reasonable proximity to the train station which could both accommodate the proposed development and be close enough to ensure that it represents a desirable and attractive option that rail commuters would use. The considerations of available sites includes the curtilage of Dalreoch

Train Station itself and it has been evidenced through this process that there is no available capacity to further extend the parking provision due to a combination of factors including site levels, the presence of mature trees and the established neighbouring land uses. Given the constraints and limited availability of viable sites elsewhere within the locality, the justification provided sufficiently supports that this location.

- 7.13** The proposed location will require to develop part of a section of informal grass and landscaped area, however weight is given to the above justification provided combined with the fact that this space is not protected or safeguarded open space in the relevant local development plans. Furthermore, when developed, it is considered that the site will still retain its primary function as a landscaped area providing a green buffer between the flats on William Street and the A814 Glasgow Road as only 20% (approximately) of this overall informal grass/landscaped area is being developed.
- 7.14** Three existing trees specimens require to be removed to accommodate the parking facilities, however, it has been demonstrated that the development could not be delivered if these were to be retained noting their specific positioning's on the site. In this instance, it is considered on balance that the loss of these three trees is justified noting the merits and benefits of the development in terms of supporting Dalreoch Train Station and promoting more sustainable transport options.
- 7.15** To mitigate the loss of three trees, the development includes compensatory planting of ten new heavy standard native trees including silver birch, aspen, rowan conifers alongside grass turfing at street level. This together with soft landscape treatments proposed around the edge of the parking bays will minimise the visual impact of the development and provide an attractive setting. The tree and landscape planting can be secured by condition.
- 7.16** The remaining existing and established tree belts within the site will be retained and plans have been submitted demonstrating that they will protect these during construction and utilise these in order to partly screen the development and allow them to continue to provide their function as a noise and visual buffer. This is also secured by condition.

Impact on Amenity

- 7.17** Whilst the development site sits within relatively close proximity to a number of residential flatted blocks, it is not considered that it will create any significant issue in terms of residential amenity. The additional vehicle trips and movements and the activity anticipated from this development will not be to an extent or scale whereby it would adversely affect the amenity of residential properties in the area. Furthermore, given the proximity of the adjacent A814 Glasgow Road and West Bridgend road and the number of vehicles which pass along this busy road network, the impacts of any noise and activity from users of this parking facility will be negligible.

- 7.18** Other concerns have also been raised in the representations regarding the potential for both light pollution and light nuisance as part of the development. The applicant has confirmed that aside from the relocation of five existing lighting columns associated with the existing road carriageway back to the heel of the new footways, no new lighting provisions or similar features are proposed as part of the development. The Council's Environmental Health Service have raised no objections in this regard.

Road and Traffic Considerations

- 7.19** Concerns have been raised through the representations that an increase in traffic in and around William Street would pose a danger and risk to pedestrians in the area. Similarly, concerns were also put forward that the increase parking provision would result in increased levels of traffic generation causing congestion, particularly on the William Street and West Bridgend junction. As set out in earlier sub-sections, a series of new and extended footpath connections are proposed as part of the development, including a footway along the northern edge of William Street. As well as offering improved connectivity and access, these new footways will provide clear routes for pedestrians and vehicle users to ensure pedestrian safety is maintained in and around the site. West Dunbartonshire Council Roads Service have raised no objections to the proposed development from a road or pedestrian safety perspective subject to the footpaths and footways proposed as part of the development being three metres wide in order to ensure they match the existing path networks including NCN7 and this has been secured via condition. This Service has also confirmed that there is no requirement for a traffic survey noting the scale and nature of the development, the number of parking spaces proposed and the anticipated trips generated.

- 7.20** Concerns in representations that parking will spill into existing private residential parking courts of William Street which is an issue that occurs at present is considered to be partly attributed to the insufficient levels of available parking within the curtilage of Dalreoch Train Station. As such, it is intended that the introduction of this new additional parking facility will alleviate these problems currently experienced with indiscriminate parking on around William Street. In addition to this, directional and information signage to the stations parking areas is also to be erected.

Other Technical Matters

- 7.21** Drainage arrangements for the development will include a permeable paving system discharging into the existing surface water sewer that runs across the site. In addition to the permeable blocks, the construction design includes a permeable material that provides storage of water prior to discharging into the sewer and will minimise surface water run-off from the development site. The drainage arrangements proposed are considered acceptable and will mitigate any loss of natural drainage currently provided on site.
- 7.22** Whilst there are no records to suggest that the ground conditions are subject to contamination, the Council's Environmental Health Service have requested

a condition to address any unexpected contamination that becomes evident during construction.

8. CONCLUSION

- 8.1** The proposed 'Park and Ride' car park facility would contribute to the Councils sustainability and environmental objectives by supporting and facilitating the further use of rail travel in the local area and beyond. It is supported by both national and local planning policies for more sustainable transport modes. Subject to conditions, it is considered that the development can be delivered and operated without adversely affecting the residential amenity of properties within the general locality or impacting traffic movements or the existing road network.

9. CONDITIONS

1. Notwithstanding the plans hereby approved and unless otherwise agreed in writing by the Planning Authority, all new and reconfigured footpaths and footways proposed as part of the development shall be constructed to measure a minimum of 3 metres in width.
2. The landscaping scheme approved under Drawings 'Soft Landscaping Layout (Drawing No. 40097_601)', 'Soft Landscaping Planting Details (Drawing No. 40097_602)' and 'Plant Schedule (Dated August 2020)' shall be implemented no later than the next planting season after the completion of the hardstanding works. The landscaping shall thereafter be maintained in accordance with approved 'Landscape Maintenance Schedule' (Dated August 2020) for the lifetime of the development.
3. Prior to the commencement of development on site, details of measures to protect retained trees located within and adjacent to the site (including those forming part of the woodland to the north and north eastern site boundary) shall be submitted for the written approval of the Planning Authority. The trees shall be protected during the course of development by the erection of fencing in accordance with British Standard BS 5837(2012) 'Trees in Relation to Construction', or by such other means of protection (including the requirement for hand digging) as shall be agreed in advance in writing with the Planning Authority. No storage of building materials or piling of soil shall take place within the protected root protection areas established pursuant to this condition. Thereafter, the development shall be undertaken in accordance with the approved details.
4. Prior to the commencement of development on site, details and specifications of all aspects of street furniture (including litter bins, pedestrian barriers and railings) proposed as part of the development shall be submitted to and approved in writing by the Planning Authority. The approved street furniture details and specifications shall be implemented as approved and thereafter

maintained as such in perpetuity unless otherwise agreed in writing by the Planning Authority.

5. Prior to the commencement of development on site, details of the design, location and content of post-construction directional and information signage shall be submitted to and approved in writing by the Planning Authority. Signage shall include appropriate wording highlighting the purposes of the various parking courts and where appropriate provide confirmation that nearby residential parking courts are not for use for any users of Dalreoch Train Station. The approved signage shall be erected prior to the completion of works associated with the development and shall remain in place for the lifetime of the development, unless otherwise agreed in writing by the Planning Authority.
6. The presence of any previously unexpected contamination that becomes evident during the development of the site shall be reported to the Planning Authority in writing within one week, and work on the site shall cease. At this stage, if requested by the Planning Authority, an appropriate investigation and risk assessment shall be undertaken and a remediation scheme shall be submitted to and approved by the Planning Authority prior to the recommencement of site works. The approved details shall be implemented as approved.
7. During the period of construction, all works and ancillary operations (including piling) which are audible at the site boundary (or at such other place(s) as may first be agreed in writing with the Planning Authority), shall be carried out between the following hours unless otherwise approved in writing by the Planning Authority:
 - Mondays to Fridays: 0800-1800
 - Saturday 0800-1300
 - Sundays and public holidays: No working
8. Unless otherwise approved in writing by the Planning Authority, no development shall commence on site until such time as a scheme for the control and mitigation of dust has been submitted to and approved in writing by the Planning Authority. The scheme shall identify likely sources of dust arising from the development or its construction, and shall identify measures to prevent or limit the occurrence and impact of such dust. The approved scheme shall thereafter be implemented fully prior to any of the identified dust generating activities commencing on site and shall be maintained thereafter, unless otherwise approved by the Planning Authority.

Peter Hessett
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Date: 17th March 2021

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Appendix: None

Background Papers:

1. Application documents and plans
2. West Dunbartonshire Local Plan 2010
3. West Dunbartonshire LDP - Proposed Plan
4. West Dunbartonshire LDP - Proposed Plan 2
5. Consultation responses
6. Representations

Wards affected: Ward 3 (Dumbarton)