



Housing Proposal, Land West of Burnfoot Road, Lochwinnoch

Frequently Asked Questions

October 2024

1. What are the main benefits of the proposal?

- The proposal will meet a need for new housing in Renfrewshire, including a need for affordable housing.
- The proposal will deliver 100 housing units, which is fewer than the previous Stewart Milne Homes proposal for 136 units.
- Nearly 40% of the site will be retained as open landscape for wildlife, walking and play. The mature tree belt will be retained.
- No housing is proposed on the flood plain. The proposal includes a rainwater collecting SUDs basin, additional compensatory flood storage and a raised primary access road above the flood plain (subject to support from SEPA). The proposal also involves the clearing of adjacent culverts intended to reduce flood risk on Newton of Barr. The plans will be certified by a third party engineer and signed-off by Renfrewshire Council and SEPA.
- The scheme includes pedestrian and cycle routes throughout the site.
- Cala Homes have a Community Pledge initiative and are committed to bringing added value to the local communities they work with. This might include funding local initiatives, biodiversity enhancements, support for local suppliers and educational programmes. They would welcome proposals from the community for consideration. More information on Community Pledges can be found on Cala's website.
- Cala are committed to delivering off-site transport infrastructure which will be discussed with the Council at application stage.

2. How many units are proposed?

The current proposal is for 100 units. 25% of those will be affordable (the type will be confirmed in conjunction with Renfrewshire Council).

Initial plans are for cottage flat, terraced and detached family properties.

Cala is in early discussions with a Registered Social Landlord (RSL).

The current strategy is for Cala to build the affordable units and the RSL will take over the resident allocation and long term management. This will ultimately be agreed with Renfrewshire Council through the planning process.

3. How is the site allocated in the Local Development Plan (2021)?

The application site is no longer in the Green Belt or Clyde Muirshiel Regional Park. Renfrewshire Council designated the site, known as 'Land West of Burnfoot Road,' in the adopted Local Development Plan (2021). The site forms part of the deliverable housing land pipeline for Renfrewshire's Local Housing Land Requirement.

Given the re-designation, the principle of housing development is support by Renfrewshire Council, subject to compliance with relevant policy and guidance.

Cala acknowledges that the site has been used for agriculture and recreation for a number of years. At present the site is comprised of mown grass. The proposal will protect the perimeter tree belt, provide a public footpath along the western boundary, create habitats for bird and bats and deliver species-rich landscaping which can be enjoyed by future and existing residents.

4. How many school pupils will be generated by this development?

On 19 March 2024, Renfrewshire Council's Chief Executive proposed Draft Developer Contribution (Education) Planning Guidance to the Planning and Climate Change Policy Board. The proposed guidance (which has not been approved), includes a new Pupil Product Ratio (PPR). PPR is the methodology commonly used by Local Authorities in Scotland to determine how many pupils are likely to arise from new housing development.

Renfrewshire Council has based its PPR on evidence from research into housing developments over recent years (2010 -2023).

Differentiation is drawn between flats and houses. This is because flats will generally have fewer bedrooms and therefore less pupils likely to be living at each address than compared to typical houses.

Based on the proposed Pupil Product Ratio in the Council's draft guidance, Cala's proposal for 75 houses and 25 flats/1 bed cottages is likely to generate approximately 30 primary school pupils and 15 secondary school pupils.

However, it should be noted that a number of families may move into the development from within the same school catchments and therefore the proposal would not generate additional pupils in these instances. Furthermore, additional pupils do not all appear at once when a new development is opened. Impacts on school capacity is gradual.

The site is located within the catchment areas for the following schools:

- Lochwinnoch Primary School, Calder Street – Non denominational Primary.
- St Anthony's Primary School, Hallhill Road, Johnstone – Denominational Primary.
- Johnstone High School, Beith Road, Johnstone – Non denominational Secondary.
- St Benedict's High School, Bridge of Weir Road, Linwood – Denominational Secondary.

The impact of the development on local nursery and school provision will be assessed and determined by Renfrewshire Council Education Services through the planning process. The Council is currently undergoing a review of their education estate and capacity and this will inform their response.

If a shortfall in school capacity is identified, Cala Homes will in principle, provide Developer Contributions towards the provision new education facilities. This will fund the creation of additional capacity in whatever form is specified by the Council.

5. How accessible is the site to local amenities?

The site is considered to be well located within a short walk or cycle of local amenities. The site is a 7-minute walk from the centre of Main Street, a 15 minute walk from Lochwinnoch Primary School and a 20 minute walk (or 5 minute cycle) from Lochwinnoch train station.

These services are generally accessible from the site via the existing footpath/cycle network but where potential gaps exist, off-site improvements may be explored with the Council.

6. How will the site be accessed?

Initial proposals are based on discussions with the Council to date. These include the formation of a new access from the A760 west of Newton of Barr. It will take the form of a priority T-junction with the current south end of Burnfoot Road being re-aligned to link into the new site access road. Access to all of the properties at the foot of Burnfoot Road will be maintained. Improvements will be made to the current parking arrangements along Newton of Barr.

The proposed junction will improve visibility and safety for existing traffic using Burnfoot Road.

The development will maximise connectivity and linkages to the existing network of roads and footpaths to promote active travel over vehicle usage. The 'core path' running through the site will be incorporated into the development and will remain an accessible desire line.

A secondary access which is pedestrian-prioritised to the north from Corsefield Drive is proposed to enable improved vehicular and emergency access at all times.

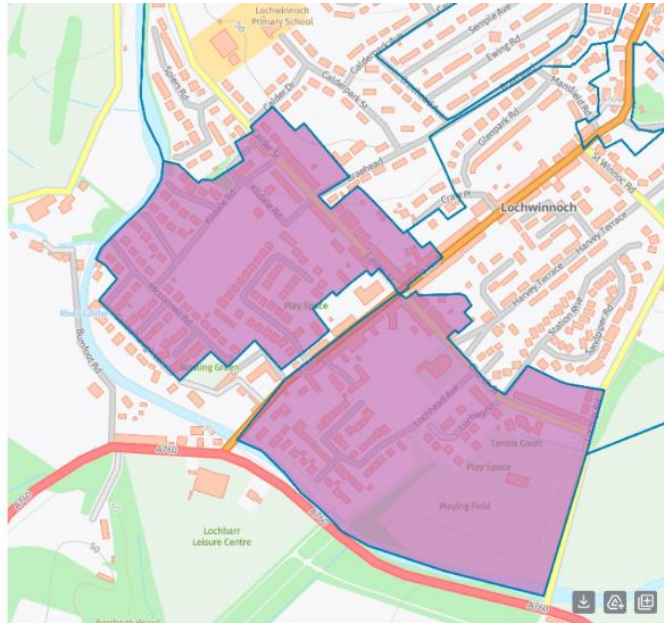
7. Will the proposed secondary access from Corsefield Drive cause rat running?

The secondary access is required by planning and transport policy to ensure that the development is well connected to the north and south. Roads within the developed are designed to slow speeds, calm traffic and discourage through traffic. Indeed, it would be far longer in both time and distance to use the traffic calmed development roads over existing roads (from the A760 to Golf Club is 750m through the development compared to 420m via existing roads). Rat running is usually only attractive where there is a noticeable time saving and this is unlikely when travelling through the development compared to existing routes.

8. What is the anticipated number of cars owned by occupants of this development?

The transport information required by Renfrewshire Council as part of a planning application will assess the predicted level of trips made by car, public transport, walking and cycling. The Transport Assessment will look at the impacts of predicted car use on the road network during peak hours, but doesn't explicitly identify car ownership levels.

Nevertheless, we have obtained information on household car ownership in Lochwinnoch for the area close to the site as shown on the map and table below. Whilst this area has a mix of housing types and unit size, it provides an indication of car ownership.



Data Zone	All occupied households	No Cars / Vans	One Car / Van	Two Cars / Vans	Three Cars / Vans	Four or More Cars / Vans
S01012019	479	72	252	122	30	7
		15.0%	52.6%	25.5%	6.3%	1.5%

The above table may provide some indication of the expected car ownership levels in the proposed development, subject to compliance with Local Authority and National Parking Standards for new housing sites.

Cala is not currently aware of any capacity issues within the local road network from discussions with the Council. However, a full transport assessment is being prepared and will accompany the application for planning permission. This will assess the existing road network in its current form and project the impact of the proposed development.

It should be noted that the site is located within walking distance of local amenities including the primary school, GP surgery, parks and high street shops which will encourage future residents to walk and cycle within Lochwinnoch.

There will be EV charging capability in houses and public cycle parking. The provision of public EV charging points will also be considered.

9. How is the site served by public transport / walking cycling routes?

The nearest bus stops are on the A760, just south of the Main Street Bridge and on Main Street, near the junction of Calder Street. There are two services operating on the A760 and the bus stops on Main Street. The table below provides a brief description of the route and frequency of each of the bus services.

Operator	Service No.	Route	Frequency
Shuttle Bus	4	Lochwinnoch Station – Lochwinnoch (Main Street) – Howwood – Johnstone (High Street) – Johnstone (Station)	60 mins Mon-Sat daytime
McGills (SPT tender)	307	Lochwinnoch Station – Lochwinnoch (Main Street) – Howwood – Johnstone (High Street) – Johnstone (Station)	60 mins Mon-Sun evenings & Sun daytime

The development will maximise connectivity and linkages to the existing network of roads and footpaths to promote active travel over vehicle usage. The 'core path' running through the site will be incorporated into the development and will remain an accessible desire line.

10. What landscaping will be provided?

Cala recognises the importance of high-quality amenity and landscaped areas to create an attractive addition to the local community and *approximately* 40% of the site will be open space for amenity use and biodiversity enhancement. The designs will include a children's play park.

A detailed landscaping and planting strategy will be produced and submitted as part of any future planning application.

11. Are any existing trees on the site affected?

Cala's intention is to retain the existing mature trees and woodland, where possible.

It will be necessary to remove some trees to create the new development access to the south.

A Tree Survey was previously carried out by Stewart Milne Homes and an updated Survey has been commissioned by Cala which will inform the proposal.

Cala's landscaping and planting proposal will include compensatory planting, focusing on native species that will strengthen the wider biodiversity enhancement.

Existing woodland along site boundaries will be retained.

12. Are there any environmental constraints relating to the site?

The site is not subject to any specific environmental designations or any special nature conservation, cultural heritage, landscape or scenic designations.

13. What impacts will the proposed development have on ecology and biodiversity?

As above, the site is not subject to any specific ecological or environmental designations.

Cala will commission a new suite of ecology surveys in 2024 which will establish an up-to-date baseline and inform the landscape/biodiversity designs.

Approximately 40% of the site will remain as open landscaped areas which represents an excellent opportunity for biodiversity enhancement.

Your ideas on the protection of existing habitat and the creation of new habitat would be valuable.

The existing site consists of mixed species grassland habitat with a mix of young and semi-mature tree species.

Cala will implement their Urban Wildlife Strategy, which seeks to deliver biodiversity enhancements as part of our proposals.

14. What are the surface water drainage (SUDS) plans?

With regard to surface water drainage, this has been designed in accordance with all relevant Scottish Water, Renfrewshire Council and SEPA guidance. The updated surface water management plan and drainage strategy allows for sufficient capacity to convey and store surface water flows generated from the development in a 1:200 year critical storm event. This includes an additional 41% rainfall allowance for climate change as per SEPA Guidance (2023).

Surface water flows will be attenuated on-site in a SUDS basin and swale network and slowly released into the River Calder in a controlled manner at a rate equivalent to the existing greenfield runoff. The submitted Flood Risk Assessment and Drainage Strategy will be certified by a third party engineer as per regulations and ultimately sign-off by Renfrewshire Council and SEPA.

Subject to support from the Council and SEPA, the proposal now includes a raised primary access road from Burnfoot Road/Newton of Barr. This will allow dry vehicular access in the event of a flood event. A secondary access from the north on Corsefield Road is being considered and assessed.

The proposal will not increase flood risk to adjacent properties. Cala are committed to dredging the adjacent culvert and field drain which may provide further benefits to neighbouring homes and reduce flood risk on Newton of Barr.

15. What about the impact on the drainage/sewage network?

To overcome the existing capacity constraints in the local wastewater treatment works, foul discharge will be stored underground and pumped into the Lochwinnoch drainage network overnight. At the time of the Stewart Milne application, there was an objection from SEPA

regarding the nature and source of run-off into Semple Loch. This was consequently resolved as the run-off was found to be phosphorus from adjacent farming fields.

A refreshed Pre-Development Enquiry will be submitted to Scottish Water for their review of the proposals, following which a Drainage Impact Assessment will be commissioned to assess the impact from the proposed development on the existing sewer network within the village. Should this identify any issues, then mitigation will be required, such as providing additional storage within the network or controlling flows.

16. Where is refuse collection to be located and how will this be managed?

Each new home will have a designated space for waste and recycling collection as per Renfrewshire Council's guidance. During the planning application process, the Council's waste and cleansing department will be consulted on the proposals to ensure the plans meet with their approval.

17. Will there be any affordable housing provided?

25% of units will be affordable. Cala will propose a number and type of units as part of the planning application based on discussions with a chosen Registered Social Landlord. Details on the type, tenure and timing of these units will be finalised and agreed with Renfrewshire Council during the determination of any future planning application, based on local and council-wide needs and demands.

Council planning policy looks to provide 'mixed communities' with a range and choice of housing including an element of 'affordable' homes.

The current strategy is for Cala to build the affordable units and the RSL will take over the resident allocation and long term management.

18. Will the homes be sustainable?

The homes aim to be carbon net-zero and energy efficient which will keep utility bills down to a minimum.

19. How much will the homes cost?

Pricing information will not be available until the Sales Launch, after planning permission and all other necessary consents are secured and the site purchased. This is typically a short period after site start. You can be kept up to date with the site progress and sale and marketing information by leaving your details with one of the consultation team. Information will also be available on Cala's website in due course.

20. How will wider community benefit from the proposals?

In addition to any obligations as part of the formal planning process, Cala has its own Community Pledge initiative that will make commitments to the local community throughout the lifecycle of every development to make a positive contribution/impact.

These may include:

- Donations and partnerships with local organisations;

- Delivering our urban wildlife strategy;
- Curriculum-based schools programme;
- Supporting and promoting local suppliers.

Cala is interested to explore opportunities to provide direct funding of notable village-wide initiatives.

21. How long is the Pre Application Consultation running for?

The full pre-application consultation process began on 22 August 2024 with the submission of the Proposal of Application Notice (PoAN) and will likely run to November 2024, when the planning application is targeted.

Two in-person consultation events are happening from 1pm -7pm – the first on Thursday 12 September and the second on Wednesday 30 October 2024, at the same time and venue.

In addition, Cala have:

- Leafleted local residents and businesses along the immediate site boundary and in local shops;
- Placed an advert in the Renfrewshire Gazette;
- Set up a project specific page on the Cala website;
- Emailed local Community Councils, Councillors and politicians.
- The consultation information will be posted on the Cala website with a link to the feedback form.

22. What are the timescales for delivery?

We expect to be in a position to submit a planning application to Renfrewshire Council in late November/early December 2024.

A site start is dependent on when Cala secure all the necessary statutory consents. It is anticipated that the earliest site start would be late Summer/Autumn 2025. Cala anticipates the first homes being available from Summer 2026.