

Planning Application: Report of Handling

Reference No. 18/0211/PP



Renfrewshire
Council

KEY INFORMATION

Ward 10:

Houston, Crosslee and
Linwood

Applicant:

Taylor Wimpey West
Scotland & NHS Greater
Glasgow and Clyde
Cirrus Building
Marchburn Drive
Paisley
PA3 2SJ

Registered: 23/03/2018

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL:

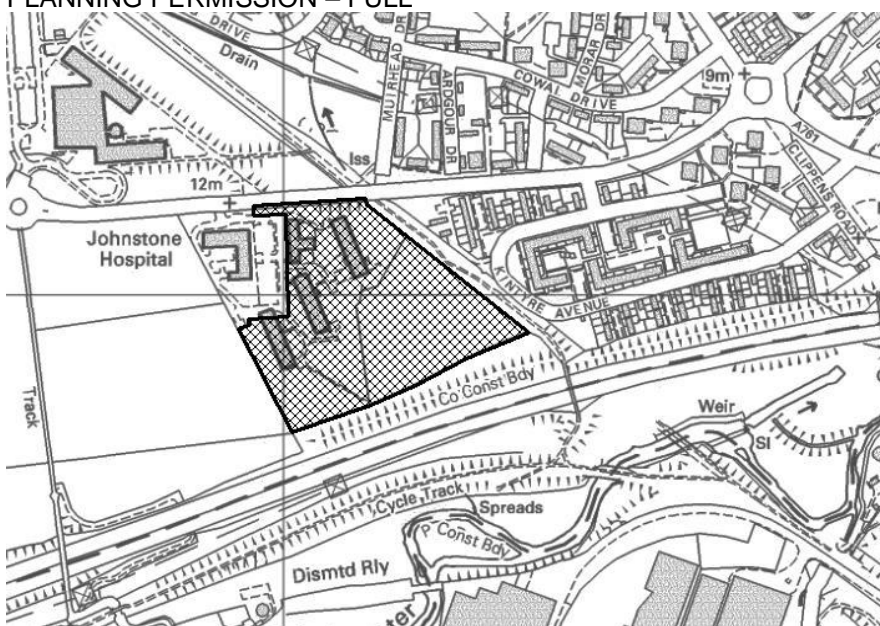
ERECTION OF 110 TWO STOREY DWELLINGHOUSES,
ASSOCIATED LANDSCAPING, INFRASTRUCTURE AND
ASSOCIATED WORKS.

LOCATION:

JOHNSTONE HOSPITAL, BRIDGE OF WEIR ROAD, LINWOOD

APPLICATION FOR:

PLANNING PERMISSION – FULL



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RECOMMENDATION

Grant Subject to
Conditions

Fraser Carlin
Head of Planning and
Housing

IDENTIFIED KEY ISSUES

- The proposals accord with the adopted Renfrewshire Local Development Plan and are consistent with the Policy P1 'Places' and Policy P3 'Additional Housing Sites'.
- There have been two representations, one in support and one objecting on the grounds of traffic and roads capacity.
- Linwood, Houston and Brookfield Community Council have objected to the application on the following grounds; pre application consultation, type of housing, school capacity, traffic and transportation issues, overdevelopment, lack of green space, pressure of local infrastructure.
- The form, design, density and layout of the development is considered to be acceptable.

RENFREWSHIRE COUNCIL

COMMUNITIES, HOUSING AND PLANNING SERVICES
REPORT OF HANDLING FOR APPLICATION 18/0211/PP

APPLICANT:	Taylor Wimpey West Scotland & NHS
SITE ADDRESS:	Johnstone Hospital, Bridge of Weir Road, Linwood
PROPOSAL:	Erection of 110 two storey dwellinghouses, associated landscaping, infrastructure and associated works.
APPLICATION FOR:	Planning Permission-Full

DATE OF ADVERT:	25 April 2018.
NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p>Two letters of representation have been received (one letter of objection and one letter in support of the proposals).</p> <p>The points raised in the letter of objection can be summarised as follows;</p> <ul style="list-style-type: none"> • Traffic and road capacity issues on the local network. <p>Traffic generation from the proposed development and the potential impact on the local road network has been assessed and Environment & Infrastructure Services (Roads/Traffic) has no objections in this regard.</p>
CONSULTATIONS:	<p>Glasgow Airport Safeguarding - No comments/objections.</p> <p>NATS - No comments/objections.</p> <p>Transport Scotland - No objection.</p> <p>Scottish Water - Have provided a standard advisory note and offer no objections to the proposals.</p> <p>West of Scotland Archaeology Society - No objection subject to the implementation of a programme of archaeological works, in accordance with a written scheme of investigation.</p> <p>Environment & Infrastructure Services (Roads/Traffic) - No objections have been raised in terms of any roads issues, with regards the proposed development.</p> <p>The submitted Transport Assessment is considered to be satisfactory.</p> <p>A meeting took place during the assessment of the application, at which numerous issues were discussed. These have subsequently been resolved by the applicant, through the submission of amended layout plans.</p> <p>Therefore, a no objections response has been returned.</p> <p>Environment & Infrastructure Services (Design) - No objection. The submitted Drainage Impact and Flood Risk Assessments are</p>

considered to be suitable.

Environmental Protection Section - Satisfied with the findings of the air quality and noise impact assessments, therefore no further comments or objections.

Have recommended conditions relating to the submission of site investigation and verification reports.

Children Services - No objections, capacity in local schools is considered to be adequate to absorb new pupils, as a result of the proposed development.

Linwood Community Council - Have a number of objections to the proposal, which are summarised as follows. They have concerns regarding the pre-application consultation process and how it was carried out; the type of housing which is proposed on site, (no affordable or accessible housing proposed); school capacity, given the boundaries defined and location of the site; roads and transportation issues, which also relate to the ongoing works at the Deafhillock roundabout; the submitted Transport Assessment is inaccurate, flawed and outdated.

Houston Community Council - Consider the proposals to constitute overdevelopment of the site and lack green space; school capacity, given the boundaries defined and location of the site; lack of connectivity between the site and existing settlement; traffic generation and capacity issues on the local road network.

Brookfield Community Council - Consider that the number of units proposed is overdevelopment of the site and would put additional pressure on local infrastructure, exaggerated by the neighbouring development currently under construction at the Merchiston hospital site.

Response to objections raised by Community Councils

In response to the issues of concern raised by Linwood, Houston and Brookfield Community Councils, the following should be considered;

The pre-application consultation process was carried out in accordance with current planning legislation and regulations.

The Adopted Renfrewshire Local Development Plan (2014) does not identify a specific need for new affordable (i.e. subsidised) housing in the area of the development site. There is though a range of detached and semi-detached units proposed on site which will add to the range and mix of housing within the local area.

Children Services have confirmed there is capacity at local schools for the new pupils likely to be generated from the development.

Traffic generation and road network capacity has been assessed and Environment & Infrastructure Services (Roads/Traffic) has no objections in this regard.

It has also been raised that the site is being overdeveloped and it is acknowledged that the Local Development Plan gives an indicative capacity of 50 units on the site. This indicative capacity was

	<p>provided initially by the landowner (NHS) prior to any detailed layout and constraints being assessed on the site. Following extensive pre-application discussions, the layout is considered suitable and appropriate for the scale of the site. The site has the capacity for the number of units proposed, without resulting in overdevelopment.</p> <p>It is considered that the gardens are a suitable size and in line with the footprint of the dwellings. There is also adequate green space/provision of play facilities within the site.</p>
PRE-APPLICATION COMMENTS:	Discussions centred around good design and layout for the site, connectivity, links to public transport, schools and general access requirements, as well as drainage along with noise implications from surrounding uses.

DESIGN/ACCESS STATEMENT	Provides further information on the development proposal, including site background and details, communications and planning, site analysis and appraisals and design principles.
OTHER ASSESSMENTS -	<p><u>Tree Survey</u> - Identifies all species on site and plan for any removals and tree protection measures to be put in place where appropriate.</p> <p><u>Landscape Strategy</u> - Provides further information in respect to planning context, landscape design objectives, landscape layout and design proposals, and key open space areas.</p> <p><u>Ecological Survey</u> - Recommends a number of surveys and assessments are undertaken, prior to works commencing on site.</p> <p><u>Transport Statement</u> - Provides an assessment of the development with respect to site access, sustainable transport, traffic generation and distribution, junction and network assessment, and car parking and servicing. The analysis undertaken confirms that the impact of the development proposal can be accommodated on the road network.</p> <p><u>Flood Risk Assessment</u> - Assessment concludes that the proposed development does not present an unacceptable or unmanageable flood risk, subject to a number of recommendations.</p> <p><u>Drainage Impact Assessment</u> - Assessment concludes that the proposed development can be drained in a sustainable manner to meet the requirements of Scottish Water and Renfrewshire Council subject to a number of recommendations.</p> <p><u>Noise Impact Assessment</u> - Assesses the impact of road traffic noise on the proposed development, with a recommendation for acoustic barriers and uprated glazing at certain plots to maintain residential amenity.</p> <p><u>Pre-Application Consultation Report</u> - Provides an overview of the consultation undertaken, including the public event held on the 26th April 2018. There was a mixed response from the 35 attendees at the event.</p>

<p>LOCAL DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS</p>	<p><u>Adopted Renfrewshire Local Development Plan (August 2014)</u> Policy P3 - Additional Housing Sites Policy I1 - Connecting Places Policy I3 - Potential Transport Improvements Policy I5 - Flooding and Drainage</p> <p><u>New Development Supplementary Guidance</u> Places Development Criteria Places Checklist Open Space Provision in New Developments Infrastructure Development Criteria Connecting Places Flooding and Drainage</p> <p><u>Material considerations</u> Renfrewshire's Places Residential Design Guide Scottish Government publications on Designing Streets and Designing Places.</p>
<p>PLANNING HISTORY</p>	<p>17/0154/NO - Erection of residential development with landscaping, infrastructure and associated works - Accepted.</p> <p>17/0353/EO - Request for screening opinion as to the requirement for an Environmental Impact Assessment for a residential development - EIA not required.</p>
<p>SITE VISIT</p>	<p>23/03/2018</p>
<p>DESCRIPTION</p>	<p>This application seeks planning permission for the erection of a residential development comprising 110 detached and semi-detached dwellinghouses with associated access, infrastructure and landscaping, on the site of the former Johnstone Hospital, Linwood.</p> <p>The site extends to approximately 4.0 hectares in area. It is bound to the east by a cycle track and residential properties at Kintyre Avenue, the A737 trunk road to the south with open countryside beyond, St Benedicts High School to the north and the Scottish Ambulance depot is sited, directly adjoining the site to the west.</p> <p>In terms of topography, the site slopes relatively steeply downhill from Bridge of Weir Road, until it levels off to a flat site within the main area.</p> <p>The former hospital buildings have been cleared from the site which now leaves a vacant brownfield site on the edge of Linwood.</p> <p>There are a number of mature trees sited across the site with a significant tree belt running parallel to the A737 Trunk Road.</p> <p>The proposed residential layout is positioned around a two loops within the site and one means of vehicular access taken from Bridge of Weir Road.</p> <p>The frontage to the site would be landscaped along the entrance on Bridge of Weir Road and banks of existing and planted trees would form a barrier around much of the rest of the site boundary.</p> <p>A play area will be formed on the eastern boundary and a SUDS</p>

	<p>pond would be constructed at the south east corner of the site.</p> <p>The proposed house types within the site, would be a mix of detached and semi-detached, two storey dwellings, a number of which would also have detached garages within the curtilage.</p>
DESIGN AND MATERIALS	<p>The style of the dwellings proposed is of a modern design which is acceptable for the location and context of the site.</p> <p>They will be finished in render and concrete roof tiles. Gutters, down pipes, soffit's, fascias and windows will be finished in UPVC.</p>
SCALE AND POSITIONING	<p>The proposed development is considered to respond to the semi-urban context in which it is sited.</p>
PRIVACY AND OVERLOOKING	<p>The structure and position of buildings within the layout provide for a sufficient level of privacy, amenity and garden ground.</p>
DAYLIGHT AND OVERSHADOWING	<p>No impact.</p>
LANDSCAPING (INCLUDING GARDEN GROUND)	<p>There is sufficient provision of amenity and recreational open space within the development, with one equipped play spaces and one natural play space.</p> <p>The proposal is therefore also considered to comply with the New Development Supplementary Guidance on Open Space Provision in New developments.</p>
ACCESS AND PARKING	<p>The proposed development is considered to incorporate good linkages to the wider area. The layout contributes to permeability and ease of movement.</p> <p>A bus stop on Bridge of Weir Road which is directly in front of the site, provide public transport links.</p> <p>A suitable vehicular access is proposed and the development also incorporates suitable parking provision spread across the site.</p>
SITE CONSTRAINTS	<p>Existing surrounding uses.</p>
OTHER COMMENTS	<p>Policy P3 states that the Council will support and encourage residential development on the sites identified in Schedule 1 and shown on the proposals maps as additional allocated housing sites. Johnstone Hospital is identified as a redevelopment opportunity. Development proposals must comply with the criteria as set out in the New Development Supplementary Guidance.</p> <p>The New Development Supplementary Guidance and associated Residential Design Guide identify a checklist of design considerations which form the basis of good places design.</p> <p>This checklist has been prepared within the context of the Scottish Government publications on Designing Streets and Designing Places. The design considerations will be assessed as follows.</p> <p><u>Context and Character</u></p> <p>The proposed development is considered to respond to the semi-</p>

urban context in which it is sited. The site is located on the edge of Linwood and there are good linkages to the town proposed.

The style of the dwellings proposed is of a modern design, with a mix of detached and semi-detached properties.

It is considered the design and layout of the proposed development is acceptable for the location and context of the site, on the south west edge of Linwood.

Access and Connectivity

The proposed development is considered to incorporate good linkages to the wider area.

Pedestrian linkages are proposed between the site and the neighbouring houses at Kintyre Avenue, which would both be along Bridge of Weir Road and across the existing cycle path which runs along the north east boundary and separates the site from the existing settlement.

The proposed pedestrian links would integrate the two distinct places and link the new development to the town.

There is a bus stop on Bridge of Weir Road, directly in front of the site, which would provide public transport links to the residents of the proposed development.

There is one vehicular access to and from the site, on to Bridge of Weir Road. This is considered acceptable for a development of this scale and layout.

Layout and Built Form

The layout contributes to permeability and ease of movement.

Within the site a clear road hierarchy will be formed, with the wider primary loop road allowing for the distribution of vehicles throughout the site.

The primary loop roads incorporate footways on both sides, and is required mainly for the distribution of vehicles though the site.

The form and layout proposed is also considered to benefit from a clear and defined structure, with active frontages onto all streets, pedestrian routes and open spaces. The layout is considered to contribute to the overall character and sense of place.

The structure and position of buildings within the layout provide for a sufficient level of privacy, amenity and garden ground. In this regard, a minimum distance of 9m from the rear elevation of the residential unit to the rear boundary of the plot has been achieved.

It is recognised that the plots which back onto the A737 trunk road, may be impacted upon by road traffic noise. In order to mitigate this impact, the recommendations made in the Noise Impact Assessment with respect to acoustic barriers and uprated glazing will be required for these plots, (the landscaping scheme also proposes planting along this boundary to minimise any impact further).

There will also be no adverse impact upon air quality (an Air Quality Assessment was submitted with the application to assess any potential impact). The consultation response from the Environmental Protection Section is noted in this regard.

Environment and Community

This mix of dwelling types is considered to be sufficient given the location of the development.

There is also considered to be a sufficient provision of amenity and recreational open space within the development, with one equipped play spaces and one natural play space.

The proposal is therefore also considered to comply with the New Development Supplementary Guidance on Open Space Provision in New developments.

Potential for flood risk has also been assessed, with submission of both a Flood Risk and Drainage Impact Assessment and a sustainable urban drainage system has been incorporated into the layout.

Buildings and Design

The proposed dwellings display modern architectural forms, and are considered to positively contribute to the built environment and the overall character of the place.

A landscape and planting strategy has been submitted as part of the application. The landscaping seeks to reinforces the defined layout and built form through appropriate structure planting, particularly around the site boundaries and at the main vehicular entrance to the site.

It is considered that existing landscape features have been fully considered in the development of the proposed layout.

It is acknowledged that a number of trees will be felled to accommodate the development, however this will not impact significantly on the overall level of tree coverage within the area. The trees within the site, do not benefit from any statutory protection. In addition, new planting will take place to compensate for the loss of existing trees on site.

A key consideration in the assessment of this application is connectivity between the development and the wider transport network. It has been demonstrated above that the development layout incorporates pedestrian friendly streets where priority is given to pedestrians and cyclists.

There is also a high degree of permeability through the development. It has been demonstrated that the development will provide suitable access to active travel and public transport networks including the National Cycle Network (NCN), which runs along the north east boundary of the site.

Policy I3 states that transport improvements which are required to facilitate new development will be supported where they include walking, cycling or public transport enhancements or new and improved junctions and roads.

	<p>The proposed works are considered by Environment & Infrastructure Services to be acceptable, while Transport Scotland has not objected to the application with respect to impact on the trunk road network.</p> <p>The applicant has demonstrated suitable measures which will mitigate the impact of the development on the trunk road and local road network.</p> <p>The development also incorporates suitable parking provision.</p> <p>In view of the above, the proposed development is considered to comply with the Policy I1, I3 and the supplementary guidance on infrastructure development and connecting places.</p> <p>With respect to Policy I5 and the supplementary guidance on Flooding and Drainage, the proposed development was concluded to have no detrimental impact in this regard.</p> <p>A Flood Risk Assessment was undertaken along with a Drainage Impact Assessment which details the proposed Sustainable Urban Drainage System measures.</p> <p>In view of the above, the proposed development is considered to comply with Policy I5 and the associated supplementary guidance.</p>
RECOMMENDATION	<p>Having given consideration to the above assessment, it is found that the proposal complies with the policies and guidance of the Council. It is therefore recommended that the application should be approved, subject to conditions.</p>

Reason for Decision

- 1 The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.
- 2 Prior to the commencement of development on site:
 - a) a site investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein,
 - b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report.

Reason - To ensure that the site will be made suitable for its proposed use.
- 3 That prior to the occupation of any dwellinghouse hereby approved, a Verification Report confirming completion of the works specified within the approved Remediation Strategy shall be submitted to, and approved in writing by, the Planning Authority.

Reason - To demonstrate that works required to make the site suitable for use have been completed.
- 4 That before development starts, full details and/or samples of the facing materials to be used on all external walls and roofs shall be submitted to, and approved in writing by, the Planning Authority. Thereafter only the approved materials shall be used in

the development of the site.

Reason: These details have not been submitted.

- 5 That development shall not commence until the developer has submitted a programme of archaeological works for the approval of the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in consultation with the West of Scotland Archaeology Service.

Reason: To ensure the proper monitoring and recording of any archaeological items of interest within the site.

- 6 That prior to the occupation of dwellinghouses situated in plots 25-42 as shown on approved drawing AL(0)02 Rev F, a verification report confirming installation of the mitigation measures detailed within the approved Noise Impact Assessment Technical Report R-7749-GH-MI including the installation of double glazing units with a minimum specification of 12mm/16mm/6mm to achieve a minimum acceptable noise reduction, and a 4m high acoustic barrier shall be submitted for the written approval of the Planning Authority.

Reason - To ensure that road traffic noise is adequately mitigated at these plots.

- 7 That prior to the commencement of development on site, full details and/or samples of the materials to be used for all hard surfaces within the development hereby approved shall be submitted to, and approved in writing by, the Planning Authority.

Reason - A full specification detailing finishing materials has not been submitted.