

SUMMARY OF APPLICATIONS TO BE CONSIDERED BY
THE PLANNING & PROPERTY POLICY BOARD ON
26/01/2016

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
15/0831/PP Ward 10: Bishopton, BoW, Langbank	Persimmon Homes Limited	Site on Northern boundary of Shillingworth Steadings, Kilgraston Road, Bridge of Weir	Substitution of housetypes on plots 9 & 29 and amendments to layout adjacent to plot 29 (Amendment to application Ref No: 14/0831/PP).	A1
RECOMMENDATION:	Refuse			
15/0731/PP Ward 9: Houston, Crosslee & Linwood	NHS Greater Glasgow & Clyde and BDW Trading Ltd	Former Merchiston Hospital, Bridge of Weir Road, Brookfield, Johnstone	Erection of residential development comprising 267 dwellinghouses with associated access, infrastructure and landscaping.	A2
RECOMMENDATION:	GRANT subject to conditions			
15/0739/PP Ward1: Renfrew North	Ashleigh (Scotland) Ltd and MCL Estates (Braehead) Ltd	Land to West of, Andrew Avenue, Renfrew	Erection of residential development comprising 59 dwellinghouses and 18 flats with associated access, parking and landscaping.	A3
RECOMMENDATION:	GRANT subject to conditions and a Section 69 Agreement.			
15/0740/PP Ward 5: Paisley South	Aldi Stores Ltd.	2 Printers Place, Paisley, PA2 7RX	Erection of mixed use development comprising Class 1 retail store and residential development with associated access, car parking, landscaping and infrastructure works. (Section 42 application to vary condition 1 of planning permission 12/0421/PP with respect to the number of residential units permitted in Phase 2).	A4
RECOMMENDATION:	GRANT subject to conditions			
15/0754/LB Ward 5: Paisley South	NHS Greater Glasgow & Clyde	Main Building and grounds, Dykebar Hospital, Grahamston Road, Paisley, PA2 7DE	Part demolition of hospital ward comprising the removal of walls and chimney stacks from front, sides and rear of building (in retrospect).	A5
RECOMMENDATION:	Disposed to grant			

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
15/0755/LB Ward 5: Paisley South	NHS Greater Glasgow & Clyde	Main Building and grounds, Dykebar Hospital, Grahamston Road, Paisley, PA2 7DE	Demolition of hospital ward.	A6
RECOMMENDATION: Disposed to grant				
15/0802/PP Ward 8: Johnstone N, Kilbarchan & Lochw.	Environmental Energy Investments (Scotland) Ltd	West Mitchelton, Bridesmill Road, Lochwinnoch	Installation of 4.9 MW solar farm with associated infrastructure including access, erection of communication building, storage shed, substations, CCTV cameras and boundary fence	A7
RECOMMENDATION: Refuse				
15/0821/PP Ward 8: Johnstone N, Kilbarchan & Lochw.	Environmental Energy Investments (Scotland) Ltd	Weels Farm, Kaim Road, Lochwinnoch	Installation of 4.9 MW solar farm with associated infrastructure including access, erection of communications building, storage shed, substations, CCTV cameras, and boundary fence.	A8
RECOMMENDATION: Refuse				

Total Number of Applications to be considered = 8

Planning Application: Report of Handling

Application No. 15/0831/PP



Renfrewshire
Council

KEY INFORMATION

Ward

10 Bishopton, Bridge of Weir and Langbank

Applicant

Persimmon Homes Limited
180 Findochty Street
Garthamlock
Glasgow
G53 5EP

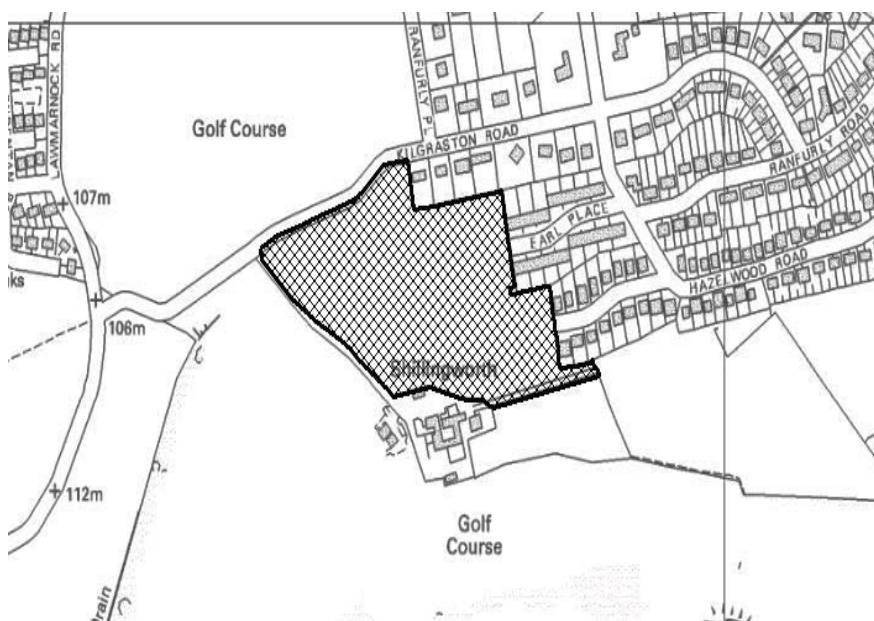
Registered: 23/11/2015

Report by Director of Development and Housing Services

PROPOSAL: SUBSTITUTION OF HOUSE TYPES ON PLOTS 9 AND 29 AND AMENDMENTS TO LAYOUT ADJACENT TO PLOT 29 (AMENDMENT TO APPLICATION REF. 14/0831/PP)

LOCATION: SITE ON NORTHERN BOUNDARY OF SHILLINGWORTH STEADINGS, KILGRASTON ROAD, BRIDGE OF WEIR

APPLICATION FOR: FULL PLANNING PERMISSION



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RECOMMENDATION

Refuse.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals are consistent with the adopted Renfrewshire Local Development Plan; within which the site is included in Renfrewshire's Housing Land Supply.
- There have been five letters of objections relating to impact on the greenbelt, on local services and the potential for further expansion into the greenbelt.
- Consent has previously been granted on this site for a residential development.
- The proposed amended form, design and layout of the development are not considered to be acceptable.

Description

Members will recall that planning permission was granted subject to conditions on 25/08/2015 for the erection of a residential development on this site comprising 43 dwellinghouses, associated infrastructure and landscaping (App Ref No: 14/0831/PP).

This application seeks amendments to the approved scheme through the substitution of house types on plots 9 and 29 and amendments to the plot layout adjacent to plot 29. The Carradale housetype on plot 9 will be substituted for the Roslin housetype with a stand alone garage and its position moved approximately 2.5 metres forward on the plot(west) and an additional area of hardstanding created to the north to provide access to the garage. The Roslin housetype on plot 29 will be substituted for a Carradale housetype with integral garage and positioned 3m further back into the plot, 7 m from the heel of the pavement. A double garage will be removed from the plot.

History

14/0831/PP - Erection of residential development comprising 43 dwellinghouses and associated infrastructure, open space and landscaping. Granted subject to conditions on 25/08/2015.

14/0229/NO - Residential development with associated access roads, open space and landscaping. Accepted.

14/0229/NO - Request for screening opinion on the need for an Environmental Impact Assessment. Not required.

Policy and Material Considerations

Development Plan

Adopted Renfrewshire Local Development Plan 2014

Policy P3 - Additional Housing Sites

New Development Supplementary Guidance 2014

Places Development Criteria

Material considerations

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the proposal requires to be considered against the policies and guidance set out above, the comments of consultees, representations received and the physical attributes of the site.

Publicity

Neighbour notification has been carried out in accordance with statute.

Objections/ Representations

There has been 5 letters of objection submitted in relation to this application the substance of which are summarised below:

1. Additional houses will impact on the green belt.
2. Additional houses will impact on local services which are already under strain.
3. These amendments would appear to be proposed in order to provide an access road to green belt land to the south with the intention of extending development.

Consultations

The Head of Roads - No objection.

The Director of Community Resources - No objection.

Bridge of Weir Community Council - Object on the basis that the proposed layout and connecting road structure is an un-necessary change to the original plans. There is concern that the amendment sought would appear to indicate that the developer will return with proposals for a further incursion into the green belt.

Summary of Main Issues

Environmental Statement - N/A

Appropriate Assessment - N/A

Design Statement - N/A

Access Statement - N/A

Other Assessments - N/A

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

The justification given for the amendments is the requirement to take account of a wayleave through plot 29 following the route of the sewer and gas service for the existing Shillingworth Steading which, it is stated, is required to be 6m wide due to Health and Safety requirements. The scheme as consented has a housetype with stand alone garage and driveway positioned over the wayleave whereas the housetype now proposed has an integral garage and the wayleave left clear. No justification has been provided for the substitution of the house type on plot 9 which would appear to be generated by the desire to swap the house types around on these sites thus maintaining the current proportion of larger dwellings.

While a reason has been presented as to the requirement for the amendments proposed, there is no justification that the requirement to leave the area of the wayleave undeveloped can only be achieved by these amendments. In this regard, the consented layout was considered acceptable because, amongst others, it is a layout which provides a recognisable termination to the extent of development on the southern boundary of the site and a punctuation between the development and adjacent green belt. Conversely, were the dwelling on plot 29 to be moved further back into the plot, as proposed, this punctuation would be lost. It is considered that the wayleave issue could be appropriately addressed by a more substantial amendment to the layout which could also consider the relationship with the southern boundary of the site and the green belt beyond.

Notwithstanding this, the housetypes proposed have already been considered acceptable within the development and no new issues are raised with regard to their design as a result of the amendments.

With regard to the issues raised by objectors, which have not been addressed above, it should be noted that there are no additional dwellings proposed.

For these reasons it is considered that the amendments proposed do not comply with the spirit of the policies and guidance set out above which seeks to ensure that new developments make a positive contribution to Renfrewshire's places.

Recommendation and Reasons for Decision

In light of the above assessment the proposal is considered to be unacceptable. It is therefore recommended that planning permission be refused.

Recommendation

REFUSE

Conditions & Reasons

Reason for Refusal

1. By relocating the substituted house type further back from the heel of the pavement, the proposal for Plot 29 will unacceptably alter the relationship between the development and its boundary to the green belt by removing a punctuation point contrary to policy P3 of the Local Development Plan 2014 and the New Development Supplementary Guidance Places Development Criteria which seeks to ensure that layouts are of high quality and make a positive contribution to Renfrewshire's places.

Local Government (Access to Information) Act 1985 - Background Papers: For further information or to inspect any letters of objection and other background papers, please contact David Bryce on 0141 618 7892.

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 15/0731/PP



Renfrewshire
Council

KEY INFORMATION

Ward

9 Houston, Crosslee and
Linwood

Applicant

NHS Greater Glasgow &
Clyde and BDW Trading
Ltd
Scottish Futures Trust
11-15 Thistle Street
Edinburgh
EH2 1DF

Registered: 14/03/2014

Report by Director of Development and Housing Services

PROPOSAL: ERECTION OF RESIDENTIAL DEVELOPMENT
COMPRISING 267 DWELLINGHOUSES WITH ASSOCIATED
ACCESS, INFRASTRUCTURE AND LANDSCAPING

LOCATION: FORMER MERCHISTON HOSPITAL, BRIDGE OF
WEIR ROAD, BROOKFIELD, JOHNSTONE

APPLICATION FOR: FULL PLANNING PERMISSION



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RECOMMENDATION

Grant subject to
conditions.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals accord with the Renfrewshire Local Development Plan; within which the site is included in Policy P3 'Additional Housing Sites' to contribute to Renfrewshire's Housing Land Supply.
- There have been sixteen letters of objection relating to house type; traffic, access and pedestrian linkages; privacy and sunlight; drainage and flooding; the number of units; education provision; impact on wildlife; and availability of social amenities and facilities.
- There have been no objections, subject to conditions, from the various statutory consultees.
- The form, design, density and layout of the development are considered to be acceptable; and all major infrastructure requirements have been appropriately considered and addressed.

Description

This application seeks planning permission for the erection of a residential development comprising 267 detached, semi detached and terraced dwellinghouses with associated access, infrastructure and landscaping on the site of the former Merchiston Hospital in Brookfield.

The site is rectangular in shape, and extends to approximately 24 hectares in area. It is bound by the B789 Barrochan Road to the east with open countryside beyond, the A761 Bridge of Weir Road to the south with open countryside beyond, the village of Brookfield to the west, and National Cycle Network (NCN) route 75 to the north with open countryside beyond. In terms of topography, the site gently slopes uphill from the southern to the northern boundary.

The former hospital buildings and associated infrastructure are predominantly located in the eastern half of the site. The western half is covered by a mature woodland, with a large area of open space adjacent to the western boundary. There are also six terraced properties along Merchiston Drive adjacent to the Bridge of Weir Road.

The proposed layout is positioned around a primary loop, with an additional secondary loop and several minor access loops at the periphery. Access to the primary loop is taken from the Deafhillock Roundabout in the south east corner of the site. The roundabout will be enlarged, and a fifth access arm added. The primary loop incorporates a 'Central Court and Green' which forms the core part of the layout and acts as a focal point for pedestrian movement through the site.

The primary and secondary loops provide access to the minor access loops which are referred to as the 'Landscaped Edge' of the development. The dwellings along these routes will front out over the surrounding green spaces. The layout has

been developed to incorporate some of the existing infrastructure on site, with additional secondary accesses onto both the Barrochan and Bridge of Weir Roads.

The majority of the woodland will be retained and incorporated into the layout. The area of open space adjacent to the western boundary will also be retained. A SUDS pond will be constructed in the south eastern corner of the site adjacent to the access roundabout.

History

15/0444/EO - Request for Screening Opinion as to whether an Environmental Assessment is necessary for residential development with associated access, infrastructure and landscaping. Environmental Assessment not Required 23/06/2015.

15/0432/NO - Erection of residential development with associated access, infrastructure and landscaping. Accepted 17/06/2015.

12/0875/DD - Demolition of vacant buildings. Permitted Development 19/02/2013.

Policy and Material Considerations

Development PlanAdopted Renfrewshire Local Development Plan August 2014

Policy P3 - Additional Housing Sites

Policy I1 - Connecting Places

Policy I3 - Potential Transport Improvements

Policy I5 - Flooding and Drainage

New Development Supplementary Guidance

Places Development Criteria

Places Checklist

Open Space Provision in New Developments

Infrastructure Development Criteria

Connecting Places

Flooding and Drainage

Material considerations

Renfrewshire's Places Residential Design Guide

Scottish Government publications on Designing Streets and Designing Places

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the policies set out above, and any other material considerations.

Publicity

The Council has undertaken neighbour notification in accordance with the requirements of the legislation. The application was also advertised in the Paisley and Renfrewshire Gazette, with a deadline for representations of the 18th of November 2015.

Objections/ Representations

16 letters of representation have been received. The points raised in the letters can be summarised as follows;

- 1 - Traffic and access;
- 2 - Lack of provision for social amenities within development;
- 3 - Impact on wildlife and loss of habitat;
- 4 - The residents of the development will not have automatic use of the facilities within Brookfield;
- 5 - Issues with flooding and drainage;
- 6 - There is no capacity within existing schools;
- 7 - The name of the development should not be linked to Brookfield;
- 8 - There are no flats proposed as part of the development;
- 9 - Lack of footpath provision for pedestrians on road network;
- 10 - Accessing public transport will be made more difficult;
- 11 - Overshadowing and overlooking of existing properties;

12 - Existing walls, entrance gate and mature trees at the Bridge of Weir road access should be retained;

13 - The Local Development Plan specifies a capacity of 200 units for the site;

14 - Restrictions should be placed on building work start and stop times;

15 - Capacity of sewage system.

Consultations

Head of Roads (Traffic) - No objection.

Head of Roads (Design) - No objection. The submitted Drainage Impact Assessment is suitable in outline. However further information is required with respect to post development run-off calculations, capacity of the local sewer network, capacity of the proposed SUDS scheme, and maintenance arrangements.

Director of Community Resources - No objection subject to conditions in respect of contaminated land and noise.

Glasgow Airport Safeguarding - No objection subject to conditions in respect of landscaping and the proposed SUDS design.

Transport Scotland - No objection subject to a condition regarding the implementation of improvement works at the Barrochan Interchange as illustrated in Dougall Baillie Associates Drawing Number 15179/SK/02.

The Coal Authority - No objection.

West of Scotland Water - No response.

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.

Brookfield Community Council - Raise concerns over the number of houses proposed, and the capacity of the local road network to support such a

development in conjunction with other residential development in the area. Consider that the improvement measures suggested will not prevent traffic problems. Concern is also raised over sewerage, drainage and schooling capacity. The Community Council also note that the site has been named 'Weir's Wynd' without consultation with the Community and Village Council.

Summary of Main Issues

Ecological Appraisal - A Phase 1 Habitat Survey and Protected Species Appraisal were undertaken in November 2014, with an addendum report submitted in July 2015. The initial 2014 report concluded that further investigation in respect of Bats, Great Crested Newts and Orchids was required. No evidence of Otters, Badgers or Water Voles living within the site was found, although further pre-development checks in respect of these species, in addition to several species of breeding birds, is recommended.

The addendum report identified one tree classed as category 1 Bat Roost Potential (BRP) within the development area. Great Crested Newts were found in a pond to the north of the site, the 500m buffer of which falls within the development area. A large number of Common Spotted, Northern Marsh and Hybrid Orchids were also identified within the development area. The addendum report concludes that the category 1 BRP tree will need further investigation if affected by the development. Further survey work is also required in respect of the Great Crested Newts. No action is needed with respect to the Orchids as no species of particular nature conservation importance were identified.

Tree Survey - Identifies various areas of redevelopment potential.

Landscape Strategy - Provides further information on the development proposal with respect to planning context, landscape design objectives, landscape

layout and design proposals, and key open space areas.

Design and Access Statement - Provides further information on the development proposal, including policy background, context analysis, consultations, design principles, the masterplan, character areas, movement and access and proposal details.

Planning Statement - In addition to the Design and Access Statement, the Planning Statement provides further information on the applicant, the site, the proposal, planning policy, material considerations and a planning appraisal.

Transport Statement - 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 subject to physical mitigation works.

Drainage Impact Assessment - 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 off site upgrade works to the existing Scottish water network.

Noise Impact Assessment - 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.

Pre-Application Consultation Report - Provides an overview of the consultation undertaken, including the public event held on the 23rd of June 2015. The report states that the majority of people in attendance were not adverse to the

development and would welcome the investment in the area. General comments centred around traffic and transport, infrastructure and the proposed residential layout.

Environmental Statement - Not required.

Appropriate Assessment - Not applicable.

Planning Obligation Summary - Not applicable.

Scottish Ministers Direction - Not applicable.

Environmental Impact Assessment

The proposed development was previously screened against the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (application ref: 15/0444/EO) in order to establish whether the development would require an Environmental Impact Assessment. It was determined that the proposed development would not have a significant environmental impact. An Environmental Impact Assessment was not therefore required.

Assessment

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. Merchiston Hospital is identified as a redevelopment opportunity in the green belt, with an indicative capacity of 200 units. Development proposals must comply with the criteria as set out in the New Development Supplementary Guidance

The New Development Supplementary Guidance and associated Residential Design Guide identify a checklist of design considerations which form the basis of good places design. 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.

Context and Character - The proposed development is considered to respond to the semi rural context in which it is sited. In this respect, the layout has been influenced by the historical land uses on the site. However important natural heritage assets have also been retained including the existing woodland areas, the avenue of trees along Merchiston Drive, and the existing hedgerow along Barrochan Road. These natural features are supplemented by the SUDS pond along the southern boundary, and an improved area of grassland with wildflower mix along the northern boundary. The proposed dwellings on the periphery of the layout look out onto these features, ensuring the proposed development integrates appropriately with surrounding natural heritage assets.

The layout is also considered to respond to the topography of the site, and it is not considered that the development will be highly visible within the wider landscape setting. Views into, through and out of the site have also been considered in the layout.

The retention of an area of open space adjacent to the western boundary of the site, and the mature woodland in the north west corner of the site, creates a buffer between the development and Brookfield village. This provides an opportunity for the development to create its own individual character, identity and sense of place. The integration of the layout into its location and context is considered to foster a unique sense of place.

Access and Connectivity - The proposed development is considered to incorporate good linkages to the wider area. A pedestrian and cycle link will be formed between the development and Brookfield, while there will be improved pedestrian and vehicle linkages to Barrochan and

Bridge of Weir Roads. Connection to the NCN will be possible via the link to Brookfield. Within the village itself the NCN is clearly signposted, and this will provide a direct traffic free route to nearby settlements and amenities. A condition will also be attached with respect to the formation of a direct link through to the NCN in the north of the site. There is considered to be a sufficient degree of permeability through the layout for pedestrians and cyclists, with the Central Court area incorporating dedicated paths which provide a link through the development. These paths will benefit from passive surveillance.

The development also includes upgrading of the path network around Deafhillock roundabout and the installation of pedestrian crossing points which will improve pedestrian connectivity between the site and a Supermarket in Johnstone which is less than 1km from the site. Overall it is considered that the proposed development successfully facilitates movement of pedestrians and cyclists both through the development and into the wider area. In terms of public transport, a regular bus service operates along Bridge of Weir Road and on Barrochan Road south of the Deafhillock roundabout. The development includes upgrading of the bus stop on Bridge of Weir Road, allowing for easier access to the public transport network.

Layout and Built Form - The proposed layout is essentially based on a network of loop roads, with few instances of cul-de-sacs and a limited requirement for turning heads. This layout contributes to permeability and ease of movement.

Within the site a clear road hierarchy will be formed, with the 6m wide primary loop road allowing for the distribution of vehicles to the shared surface minor loop roads. The primary loop roads incorporate footways on both sides, and is required mainly for the distribution of vehicles through the site and the penetration of bus

services. The remainder of the layout is predominantly characterised by shared surface areas. These are pedestrian friendly, with narrowing of the carriageway, change in surface materials and winding of the road encouraging reduced vehicle speeds. The layout is considered to provide suitable access for emergency and service vehicles without compromising the positive sense of place.

The layout is also considered to benefit from a clear and defined block structure, with active frontages onto all streets, pedestrian routes and open spaces. The primary loop roads incorporate a higher density of housing, with a lower density around the periphery. This defined block structure, and variation in density, contribute to the overall character and sense of place. The block 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.

There is also a clear separation between public and private space. Where detached garages are proposed they are set behind the building line. This will contribute to minimising the impact of parking on the streetscene. It is recognised that the plots which directly front Barrochan Road and Bridge of Weir Road will 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.

There are no other surrounding land uses which will have a significant adverse effect on the proposed residential development. There will also be no adverse impact upon air quality. The consultation response from the Director of Community Resources is noted in this regard.

Environment and Community - The proposed development is predominantly characterised by detached, semi detached and terraced dwelling units of various size for private sale. 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 two equipped play spaces, four natural play spaces, a central area of green space and a large expanse of improved grassland along the north boundary of the site. These spaces are also predominantly overlooked by active frontages.

The proposal is therefore also considered to comply with the New Development Supplementary Guidance on Open Space Provision in New developments. The Design and Access statement confirms that areas of communal open space, landscaping and footpaths will be maintained by a factor. A sustainable urban drainage system has been incorporated into the layout. This area will also be maintained by a factor. Potential for flood risk has also been assessed.

Buildings and Design - The proposed dwellings display traditional architectural forms, and are considered to positively contribute to the built environment and the overall character of the place. The dwellings will be finished in render, with a facing brick base course, precast stone cills and lintels, and concrete roof tiles. Gutters, down pipes, soffits, fascias and windows will be finished in UPVC. Overall the proposed palette of materials is considered to be acceptable.

The layout incorporates focal buildings at key points. These buildings will add interest, and in conjunction with recognisable open spaces, aid in wayfinding and navigation through the site. Shared surfaces will be defined by block paving, and a condition will be attached to ensure that samples of all hard surface finishing materials are

submitted prior to development commencing. In terms of utilities, no response was received from Scottish Water in respect of sewage and drainage. However connections to these utilities are ultimately a matter to be resolved between the developers and Scottish Water.

A landscape and planting strategy has been submitted as part of the application. The landscaping seeks to reinforce the defined layout and built form through appropriate structure planting along key routes and within key spaces, while also linking the development to the historical land use on the site through the retention of feature stonework and the formation of a medicine garden. However Glasgow Airport Safeguarding have raised concern over the impact of the landscaping strategy with respect to the attraction of birds and the impact this could have on the safe movement of aircraft and the operation of Glasgow Airport. In order to address these concerns, a condition will be attached to request the submission of an amended landscaping scheme.

In respect of the Places Development Criteria within the New Development Supplementary Guidance which have not been addressed above, I am satisfied that existing landscape features have been fully considered in the development of the proposed layout. The existing woodland on the site is considered to make a positive contribution to the amenity of the area. However it is recognised that the woodland, in addition to various stand alone trees within the site, do not benefit from any statutory protection.

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. In addition, several groups of existing mature trees including those along Merchiston Drive, will be retained as part of the development.

In respect of ecological features, the submission includes a Phase 1 habitat survey and protected species appraisal. The appraisal makes various recommendations in respect of protected species, and is considered to be suitable in safeguarding the ecological value of the site.

In view of the above, the proposed development is considered to comply with the New Development Supplementary Guidance on places development, and the associated Residential Design Guide.

A key consideration in the assessment of this application is connectivity between the development and the wider transport network. Policy I1 states that the Council will support development proposals which give priority to sustainable modes of transport and have no significant impact on the safe and efficient operation of the local or trunk road 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.

However the developer has also specified various improvements to the local road network with respect to traffic flows, pedestrian connectivity and access to public transport. The improvements specified include widening of the approach road to the Barrochan Interchange to improve the flow of traffic onto the A737, the incorporation of two pedestrian crossing points at the Deafhillock roundabout to improve connectivity and ease of movement for pedestrians, and the upgrading of bus stop provision on the Bridge of Weir Road at Merchiston Drive.

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.

The proposed works are considered by the Head of Roads to be acceptable, while Transport Scotland has not objected to the application with respect to impact on the trunk road network subject to the improvement works at the Barrochan Interchange being undertaken.

In respect of the New Development Supplementary Guidance on Infrastructure Development and Connecting Places, it has been demonstrated above that the development will provide suitable access to active travel and public transport networks including the NCN. The layout also allows for penetration by buses. The applicant has demonstrated suitable measures which will mitigate the impact of the development on the trunk road and local road network. The development also incorporates suitable parking provision, and there will be no significant impact on air quality. 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.

With respect to Policy I5 and the supplementary guidance on Flooding and Drainage, the proposed development does not require a Flood Risk Assessment. A Drainage Impact Assessment has been submitted which details the proposed SUDS measures. However Glasgow Airport Safeguarding have advised that further assessment of the SUDS retention pond is required to ensure that it does not pose a safeguarding risk to the operation of the airport. The Head of Roads (Design) has also requested further information to be submitted, although it is noted that the submitted Drainage Impact Assessment is suitable in outline.

It is considered that these outstanding matters can be suitably addressed via condition as they will not impact on the overall acceptability of the development. In view of the above, the proposed development is considered to comply with

Policy 15 and the associated supplementary guidance.

As part of the assessment of the proposed development, consideration must be given to the amenity of residents who occupy the terraced properties on Merchiston Drive. The layout proposes 13 dwelling units arranged within a cul-de-sac to the north and west. Given the topography of the site, these properties will be set above the level of the properties on Merchiston Drive. However the proximity between the properties (there is a separation distance of at least 8.5m between the proposed dwellings and the boundary of the properties on Merchiston Drive) ensures that the proposed development will not have an overbearing impact with respect to scale or daylight. The orientation of the site also ensures that no issues are raised with respect to sunlight or overshadowing.

Finally, the gable elevations of the properties/dwellings which directly face the existing properties do not incorporate windows. The proposed development will not therefore raise any privacy or overlooking issues. In view of the above, it is not considered that the development will have a detrimental impact on the residential amenity of those properties on Merchiston Drive with respect to issues that are material in the assessment of the application.

There have been no objections to the application from any of the consultees. In response to the issues of concern raised by Brookfield Community Council, it has been demonstrated that there is capacity in the local road network to accommodate the proposed development.

The applicant has also identified several improvements to the local transport network, and the implementation of these improvements will be controlled via condition in line with the phased implementation of the development. Both Transport Scotland and the Head of Roads have not raised any objection to

the development on the grounds of traffic. The cumulative impact of potential future developments on the road network does not require assessment at this stage. The development must be assessed on its own merits against the existing capacity of the local road network.

The Council is satisfied that there is capacity within local schools, while capacity in the sewage network is ultimately an issue to be resolved between the developers and Scottish Water. Further details will be requested to ensure that drainage issues are suitably addressed.

In response to the points raised in the letters of objection:

1, 3, 5, 6, 9, 10, 11, 15 - These points have been addressed in the above assessment.

2 - There is no requirement within the Local Development Plan for the provision of social amenities.

4, 7, 14 - These are not considered to be material planning considerations.

8 - The application is assessed on its own merits, and the developer is not required in this instance to provide flatted accommodation.

12 - The existing walls, entrance gate and piers at the entrance to Merchiston Drive will be removed to allow for improvements to the alignment of the junction including bus stop provision. The scale, design and finish of the replacement wall and piers will be controlled via condition.

13 - The Local Development Plan specifies an indicative unit capacity only.

Recommendation and Reasons for Decision

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.

Recommendation

GRANT SUBJECT TO CONDITIONS

Conditions & Reasons

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/method statement identifying the proposed methods for implementing all remedial recommendation contained with the site investigation report shall be prepared in accordance with authoritative technical guidance (including BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice; Planning Advice Note 33 (PAN 33) and the Councils publication 'An introduction to Land Contamination and Development Management') and submitted for the written approval of the Planning Authority.

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 prior to the commencement of development on site, full details and/or samples of the facing materials to be used on all the external walls and roofs of the dwellinghouses and detached garages hereby approved 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: A full specification detailing finishing materials has not been submitted.

5. That prior to the commencement of development on site, the programme of archaeological works as specified in the approved written scheme of investigation prepared by CGMS Consulting and dated December 2015 shall be fully implemented on site and that all recordings and recovery of archaeological resources within the development site shall be undertaken to the satisfaction of the Planning Authority in consultation with the West of Scotland Archaeology Service.

Reason: To ensure that any archaeological resources within the site are suitably recorded.

6. That prior to the occupation of dwellinghouses situated in plots 109-113, 101-102, 85-94, 1-2, 11-21, and 255 as shown on approved drawing SC-09-10 Revision M, a verification report confirming installation of the mitigation measures detailed within Appendix 3 of the approved Noise Impact Assessment R-7324-ST-RGM prepared by RMP including the installation of double glazing units with a minimum specification of 6mm glass/12mm air space/4mm glass to achieve a minimum noise reduction of Rw28 and ventilation units with a minimum noise reduction of 34dB, and 1.8m high acoustic barriers 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 occupation of any dwellinghouse hereby approved, the Barrochan Interchange and Pedestrian Crossing improvement works as generally illustrated in approved Dougall Baillie Associates drawing numbers 15179/SK/02 and 15179/SK/03 shall be implemented to the satisfaction of the Planning Authority in consultation with Transport Scotland.

Reason: To minimise interference with the safety and free flow of traffic on the trunk road, and to ensure sufficient connectivity between the site and the pedestrian network.

8. That prior to the occupation of any dwellinghouse within Phase 2 of the development as identified in approved drawing SC-09-31, the improvement works to the A761 at Merchiston Drive as generally illustrated in approved Dougall Baillie Associates drawing 15179-SK-01 shall be implemented to the satisfaction of the Planning Authority.

Reason: To ensure adequate connectivity between the site and the public transport network.

9. That prior to the occupation of any dwellinghouse within Phase 2 of the development as identified in approved drawing SC-09-31, the additional access and remote footpath link as generally illustrated in approved Dougall Baillie Associates drawing 15049/SK/02 shall be implemented on site to the satisfaction of the Planning Authority.

Reason: To ensure a pedestrian connection is formed between the development and Brookfield.

10. That prior to the commencement of development of any dwellinghouse within Phase 3 as identified in approved drawing SC-09-31, a report detailing the feasibility of forming a pedestrian and cycle link to the National Cycle Network as generally illustrated in approved Dougall Baillie Associates drawing 15139/SK/05 shall be submitted to, and approved in writing by, the Planning Authority. The recommendations contained within the report shall thereafter be implemented on site prior to the occupation of any dwellinghouse within Phase 3 to the satisfaction of the Planning Authority.

Reason: To investigate the possibility of forming a direct connection between the site and the National Cycle Network.

11. That prior to the commencement of development on site, a Bird Hazard Management Plan and full details of all soft and water landscaping works shall be submitted to, and approved in writing by, the Planning Authority in consultation with Glasgow Airport Safeguarding. The landscaping scheme shall be prepared in

accordance with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design and Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes, and shall specify all grassed areas, the species, number and spacing of trees and shrubs, details of any water features, and drainage details including SUDS. Only the approved landscaping works shall thereafter be implemented on site, and no subsequent alterations to the approved landscaping scheme are to take place unless first submitted to, and approved in writing by, the Planning Authority in consultation with Glasgow Airport Safeguarding.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

12. That prior to the commencement of development on site, a detailed specification in respect of the primary equipped play spaces, secondary equipped play spaces, and natural play spaces as shown on approved drawing SC-09-10 Revision M, shall be submitted to, and approved in writing by, the Planning Authority. The specification shall include:

- details of the type and location of play equipment, seating and litter bins to be situated within the play areas;
- details of the surface treatment of the play area, including the location and type of safety surface to be installed;
- details of the fencing to be erected around the play areas;
- details of the phasing of these works.

The specification thereafter approved shall be implemented on site and maintained as such in the agreed upon manner.

Reason: To ensure the provision of adequate play facilities within the site.

13. That prior to the commencement of development on site, further details in respect of the following drainage matters shall be submitted to, and approved in writing by, the Planning Authority;

- confirmation from Scottish Water of the capacity of the sewer network to accommodate waste water drainage, statutory and non-statutory surface water drainage from the development or a statement on sewerage system constraints and alternative drainage arrangements;
- post development run-off calculations used to determine surface water drainage requirements and flood mitigatory surface water storage;
- calculation of pollution treatment volume for SUDS and demonstrate that the level of treatment and available treatment volume for SUDS are adequate;
- consideration of the flood flow route for the 200 year return period showing no detriment to land, property or SUDS features as a result of overland flow;
- maintenance arrangements.

The drainage scheme thereafter approved shall be implemented on site, and maintained in the agreed upon manner.

Reason: As these matters have not yet been submitted.

14. 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. Thereafter only the approved materials shall be used in the development of the site.

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

15. That prior to the commencement of development on site, full details of the design and finish of all fences, walls and other means of enclosure to be erected on the site shall be submitted to, and approved in writing by, the

Planning Authority. Only the approved details shall thereafter be implemented on site, and maintained in the agreed upon manner.

Reason: These details have not been submitted.

16. That prior to the commencement of development on site, a specification detailing the design, scale and finish of all structures and methods of enclosure, and the finish of all hard surfaces, to be formed at the bin store locations as shown on approved drawing SC-09-10 Revision M, shall be submitted to, and approved by the Planning Authority. The specification shall also detail the maintenance arrangements for such areas. Only the details thereafter approved shall be implemented on site, and maintained in the agreed upon manner.

Reason: These details have yet to be submitted.

Local Government (Access to Information) Act 1985 -
Background Papers: For further information or to inspect any letters of objection and other background papers, please contact David Bryce on 0141 618 7892.

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 15/0739/PP



Renfrewshire
Council

KEY INFORMATION

Ward

1 Renfrew North

Applicant

Ashleigh (Scotland) Ltd &
MCL Estates (Braehead)
Ltd
Ashleigh House
2 Skye Road
Prestwick
KA9 2TA

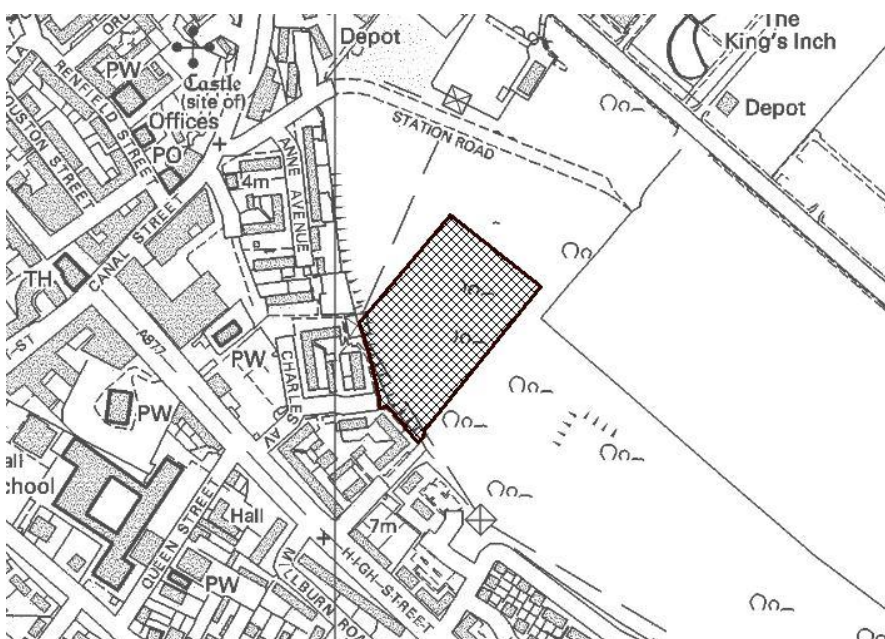
Registered: 12/10/2015

Report by Director of Development and Housing Services

PROPOSAL: ERECTION OF RESIDENTIAL DEVELOPMENT
COMPRISING 59 DWELLINGHOUSES AND 18 FLATS WITH
ASSOCIATED ACCESS, PARKING AND LANDSCAPING

LOCATION: LAND TO WEST OF ANDREW AVENUE, RENFREW

APPLICATION FOR: FULL PLANNING PERMISSION



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RECOMMENDATION

Grant subject to
conditions and Section
69 Agreement.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals are consistent with the Policy P1 'Places' designation in the adopted Renfrewshire Local Development Plan.
- There has been one letter of objection relating to noise, disruption, impact on view and wildlife.
- Consent has previously been granted on this site for a development, including residential use, which has been partially implemented; and further residential development is continuing on surrounding sites.
- The form, design, density and layout of the development are considered to be acceptable; and all major infrastructure requirements have been appropriately considered. A contribution is sought to address local play provision.

Description

This application seeks planning permission for a residential development comprising 59 dwellings and 18 flats with associated access, parking and landscaping on land to the west of Andrew Avenue in Renfrew. The site forms part of Ferry Village, a predominantly residential development situated between Braehead Shopping Centre and Renfrew Town Centre. It is bound by Andrew Avenue to the south east, Edward Avenue to the south west, vacant land to the north west, and an access road to the north east with further vacant land beyond. In terms of topography, the site is relatively flat with areas of undulation adjacent to the south western boundary.

There are several historical consents associated with the site and surrounding area, with application 07/0884/PP the most relevant in the assessment of this application. Under this application, 28 flats and 44 dwellinghouses were approved on the site. This consent had been implemented, with the road infrastructure having been partially installed. However construction of the dwellings ceased as a consequence of the economic downturn in 2008, with all partially completed dwellings demolished. While the roads infrastructure remains, the remainder of the site is currently vacant. It is also noted that various engineering and infrastructure enabling works have been approved under application 14/0354/PP.

The proposed development seeks to utilise the existing roads infrastructure, with the layout proposed similar to that previously approved under application 07/0884/PP. A single block of flats, arranged over 3 and 4 stories, will be positioned in the eastern corner of the site adjacent to the junction between Andrew Avenue and the access road. Parking for the flats, in addition to some of the dwellinghouses which do not include driveways, is located within a courtyard area to the rear. The proposed dwellinghouses are predominantly

arranged in terraces of between 3 and 5 units. Four blocks of terraced units will front Andrew Avenue, with the remainder fronting onto the single road through the site. The flats and terraced units which front Andrew Avenue will be finished in a mix of render and facing brick with concrete interlocking tiles.

History

14/0354/PP - Engineering and infrastructure operations including; site remediation, limited site remodelling, drainage provision, construction of roads, pavements and parking areas. Granted subject to conditions 30/06/2014.

14/0225/EO - Screening opinion request on the need for Environmental Impact Assessment. Environmental Assessment not required 07/04/2014.

14/0185/NO - Residential development. Prior notification accepted 26/03/2014.

07/0884/PP - Residential development consisting of 4 and 3 storey flats with 2 and 3 storey terraced and detached dwellinghouses with associated roads, car parking and landscaping works. Granted subject to conditions 22/11/2007.

Policy and Material Considerations

Adopted Renfrewshire Local Development Plan August 2014

Policy P1 - Renfrewshire's Places

Policy I4 - Fastlink

Policy I5 - Flooding and Drainage

Policy ENV5 - Air Quality

New Development Supplementary Guidance

Places Development Criteria

Places Checklist

Open Space Provision in New Developments

Fastlink

Flooding and Drainage

Contaminated Land

Air Quality

Material Considerations

Renfrewshire Council Residential Design Guide

Scottish Government publications on Designing Streets and Designing Places

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.

Publicity

Neighbour notification has been carried out in accordance with the legislation. In addition, the application was advertised in the Paisley and Renfrewshire Gazette, with a deadline for representations of the 4th of November.

Objections/ Representations

One letter of representation has been received. The points of objection in this letter can be summarised as follows:

- 1 - Noise, disruption and dust associated with development;
- 2 - Previous development attracted vandals to the area;
- 3 - Impact on view;
- 4 - Impact on wildlife;
- 5 - Compensation should be offered to neighbours.

Consultations

Head of Roads (Traffic) - No objection subject to conditions in respect of the formation of a pedestrian link.

Director of Community Resources - No objection subject to conditions in respect of air quality and contaminated land.

Glasgow Airport Safeguarding - No objections.

Summary of Main Issues

Environmental Statement - N/A

Appropriate Assessment - N/A

Design and Access Statement - Provides further information on the proposed development in respect of consultations undertaken, housing proposal, site layout, road layout and parking, landscape proposals, refuse storage and collection, built form, secured by design, lighting and sustainable design.

Pre-Application Consultation Report - Summarises the pre-application consultation activities undertaken, including the public exhibition which was held on the 24th of September 2015

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Environmental Impact Assessment

The proposed development was previously screened against the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (application ref: 14/0225/EO) in order to establish whether the development would require an Environmental Impact Assessment. It was determined that the proposed development would not have a significant environmental impact. An Environmental Impact Assessment was not therefore required.

Planning Assessment

Policy P1 states that within uncoloured areas on the proposals map there will be a general presumption in favour of a continuance of the built form. New developments within these areas should be compatible with and complementary to existing uses and demonstrate that they would cause no significant harm to these uses as set out by the criteria in the New Development Supplementary Guidance.

In this instance, the site benefits from a previous consent for residential development. This consent was partially implemented, with roads, drainage and sewage infrastructure installed. The

proposed development will make use of this existing infrastructure, with the layout broadly reflective of that approved under the previous application. The development is also situated within a residential area, and is considered to constitute a continuance of the existing built form. In view of the above, the proposed development is considered to comply with Policy P1 in principle.

The New Development Supplementary Guidance and associated Residential Design Guide identify a checklist of design considerations which form the basis of good places design. 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.

Context and Character - The proposed development is situated within an urban setting. To the south east of the site the residential environment is characterised by modern detached, semi detached and terraced dwellinghouses finished in white render with grey concrete roof tiles, while the south west is characterised by post war three storey flatted blocks which are finished in a grey roughcast. In order to integrate the development into this setting, the proposed dwellings on the periphery of the site incorporate a mixed finish of white render and brick. This will ensure that the development blends with the surrounding residential area, contributing to the overall sense of place. The site is relatively flat with respect to topography, while there are no existing natural heritage features or assets of significance. It is not considered that the development will have a detrimental impact on the visual amenity of the area.

Access and Connectivity - The proposed development is situated within close proximity of Renfrew Town Centre and its associated amenities and public transport connections. While the layout reflects that of the previous consent, an additional

pedestrian link will be formed between the site and the path network around the properties on Edward Avenue to the south west. This will improve connectivity between the site and the Town Centre for vehicles and pedestrians, allowing for walkable access to public transport and amenities. The footpath connection will also improve the permeability of the site itself, and ensure that the development is fully integrated with the surrounding street and path network.

Layout and Built Form - The proposed layout incorporates a well defined block structure, and provides for a strong frontage and clearly defined building line along Andrew Avenue. The flats in the eastern corner provide further definition within the streetscene. This density is considered to reflect the character of the surrounding area. With regard to plot arrangement, a separation distance of over 4m is provided between the gable elevations of the dwellings. There is also a sufficient separation distance between rear elevations, and each plot benefits from adequate garden ground. The principle road link through the site is 6m wide, and incorporates footways on both sides. While there are no shared surface elements, forward visibility is limited and this will help reduce driving speeds. In this respect, the layout is considered to create a suitable environment for pedestrians. In terms of parking provision, the dwellings on the periphery of the site incorporate parking spaces to both the front and sides of the dwellings, while the remaining dwellings and the flats make use of a courtyard style car park and turning head in the centre of the site. Parking provision of 1.3 spaces per residential dwelling has been achieved. Overall the parking arrangements within the site are considered to be acceptable.

Environment and Community - It is noted that the proposed layout does not incorporate provision for amenity or recreational open space. However the applicant has agreed to make a

contribution to facilities at an existing play area to the north west of the site. The proposed pedestrian link, as detailed above, will provide a suitable connection between the site and the play area. The contribution to the play area will be controlled via a Section 69 agreement. Investment in these existing facilities will also benefit the wider community. In view of the above, it is considered that suitable provision has been made for amenity and recreational space. The development incorporates a mix of housing types, with both dwellings and flatted properties proposed. It is also noted that the properties will be operated by a housing association, thus diversifying the mix of housing tenure in the area. Where different housing tenures are provided, it is important to ensure a continuity of design and materials to ensure that the differentiation between open market housing and social housing is not obvious. In this respect, the developer has agreed to incorporate render into the palette of finishing materials to ensure that the development blends with the existing open market properties on Andrew Avenue.

Buildings and Design - As discussed above, the finish of the proposed buildings has been amended slightly to incorporate sections of render. This will help tie the buildings into the surrounding area, and ensure that they contribute positively to the built environment. The buildings will also be finished in brick, with concrete roof tiles and zinc feature detailing. A condition will be attached requesting the submission of samples of these materials prior to the commencement of development. The development will also incorporate a suitable landscaping scheme which provides further definition to the streetscene through structure planting, especially along Andrew Avenue.

In reference to the Places Development Criteria which have not already been addressed above, within the site there are no existing areas of open space which are of recreational or amenity value, or

existing landscape or ecological features which make a positive contribution to the character of the area. In addition, there are no surrounding land uses which will have an adverse effect on the proposed residential development. The consultation response from the Director of Community Resources is noted in this respect. Overall the development is considered to create an attractive and well connected street network which will facilitate movement, and will contribute to the overall character of the place.

Policy 14 states that the Council will seek contributions from developers where applications that would benefit from the proposed Clyde Fastlink route are proposed. The application site falls within 400m of the route centre line. The associated New Development Supplementary Guidance details the level of contribution required for each development. The contribution for residential development is based on the number of bedrooms created. In this instance, the Council has calculated the contribution based on the additional number of bedrooms created beyond the number which were approved under application 07/0884/PP. For this application, the total number of additional bedrooms created will not exceed 15. The development therefore falls below the first contribution threshold. In view of this, it is considered that no financial contribution to the Fastlink scheme is required in this instance.

It is noted that various engineering and infrastructure works have been assessed and approved under application 14/0354/PP. These enabling works include site remediation, limited site remodelling, drainage provision, and construction of roads, pavements and parking areas, and again the works are based on the layout approved under application 07/0884/PP. For the purposes of the 2014 application, a Coal Mining Risk Assessment was approved following consultation with the Coal Authority. No

constraints within the site were identified. A site investigation and remediation strategy were also submitted. However the Director of Community Resources has advised that fresh assessment is required as there are still outstanding issues to be resolved in respect of contaminated land. A condition requesting the submission of a further site investigation and remediation strategy, in addition to a verification report, will therefore be attached.

In terms of flood risk, the Design and Access statement confirms that the development complies with the overall flood risk strategy within Ferry Village, namely that the minimum ground floor levels are at or above 5.5m AOD. With regard to drainage, a Drainage Statement submitted with application 14/0354/PP advises that the applicant shall be carrying out drainage works in accordance with the scheme approved for the redevelopment of the wider area. This is considered to be acceptable in principle. A formal Drainage Impact Assessment, including flow rates, was submitted with respect to the layout approved under application 07/0884/PP. However as the residential layout has changed with respect to the total number of dwellings approved, it is considered prudent to attach a condition in this instance to ensure that the proposed development can be suitably accommodated within the existing drainage infrastructure. On this basis, the application is also considered to comply with Policy I5 and the New Development Supplementary Guidance on flooding and drainage.

With regards to the remaining consultation responses which have not been addressed above, the Director of Community Resources has also sought the submission of a report in respect of air quality as the development site lies in close proximity to Renfrew Town Centre which will soon be designated as an Air Quality Management Area (AQMA). In order to establish the likely impact of the development on the AQMA, the Director of

Community Resources has requested the submission of a survey and report demonstrating the steps which have been taken to ensure that the proposed development will not undermine the objectives of the AQMA with respect to levels of pollutants specified in the relevant Air Quality Regulations. Concern is raised over the potential for the development to increase the number of vehicles travelling through Renfrew Town Centre and to increase the levels of pollutants in this area. Policy ENV5 states that the Council will seek to ensure that development proposals shall not individually or cumulatively have an adverse affect on air quality. In order to comply with this policy, and the associated New Development Supplementary Guidance, a condition will be attached to request the submission of the report prior to the occupation of any dwelling. There have been no objections to the development from any of the consultees, and there are no other material considerations relevant to the assessment of the application.

In response to the points raised in the letter of representation:

- 1, 2, 3, 5 - These are not considered to be material planning considerations;
- 4 - The site is not considered to be of significant ecological value, and there is no evidence to suggest that it provides a habitat for protected species. These issues have been addressed in the relevant screening opinion.

Recommendation and Reasons for Decision

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 and a Section 69 agreement.

Recommendation

GRANT SUBJECT TO CONDITIONS
AND SECTION 69 AGREEMENT

Conditions & Reasons

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. That 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/method statement identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report, and the proposed ground levels following the implementation of remedial measures;

shall be prepared in accordance with current authoritative technical guidance, submitted to and approved in writing by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

3. That prior to the occupation of any dwelling unit within the development, a Verification Report confirming the 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 the works necessary to make the site suitable for use have been completed.

4. That prior to the occupation of any dwelling unit hereby approved, a survey and report which satisfies the Planning Authority that the Local Air Quality Management Objectives for

the pollutants specified in the relevant Air Quality Regulations, made under Part IV of the Environment Act 1995, shall not be exceeded at any location at or in the vicinity of the development where 'relevant exposure' is liable to occur. The survey and report shall use a method based on the principles set out in the Scottish Government publication 'Local Air Quality Management Technical Guidance LAQM.TG(09)', or a method that has been agreed with the Planning Authority.

Reason: To ensure that the development does not have a detrimental impact on local air quality.

5. That prior to the commencement of development on site, full details and/or samples of the facing materials to be used on all the external walls and roofs of the dwelling units hereby approved 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: A full specification detailing finishing materials has not been submitted.

6. 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. Thereafter only the approved materials shall be used in the development of the site.

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

7. That prior to the commencement of development on site, full details of the design and finish of all fences, walls and other means of enclosure to be erected on the site, including the retaining walls as specified in approved drawing E 2563:L(52)02 shall be submitted to, and approved in writing by, the Planning Authority. Only the approved details shall thereafter be implemented on site, and maintained in the agreed upon manner.

Reason: These details have not been submitted.

8. That prior to the commencement of development on site, a Drainage Impact Assessment prepared in line with

Renfrewshire Council's Drainage Assessment Notes for Guidance, shall be submitted to, and approved in writing by, the Planning Authority. Thereafter the development shall proceed in accordance with the approved details.

Reason: In the interests of residential amenity and to ensure that the site drainage arrangements are implemented in a sustainable manner.

9. That prior to the occupation of any dwelling unit hereby approved, a schedule detailing the management and maintenance arrangements to be put in place for all landscaped and communal areas shall be submitted to, and approved in writing by, the Planning Authority. The arrangements thereafter agreed shall be implemented on site to the satisfaction of the Planning Authority.

Reason: These details have not yet been submitted.

Local Government (Access to Information) Act 1985 - Background Papers: For further information or to inspect any letters of objection and other background papers, please contact David Bryce on 0141 618 7892.

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 15/0740/PP



Renfrewshire
Council

KEY INFORMATION

Ward

5 Paisley South

Applicant

Aldi Stores Ltd
Pottishaw Road
J4M8
Bathgate
EH48 2FB

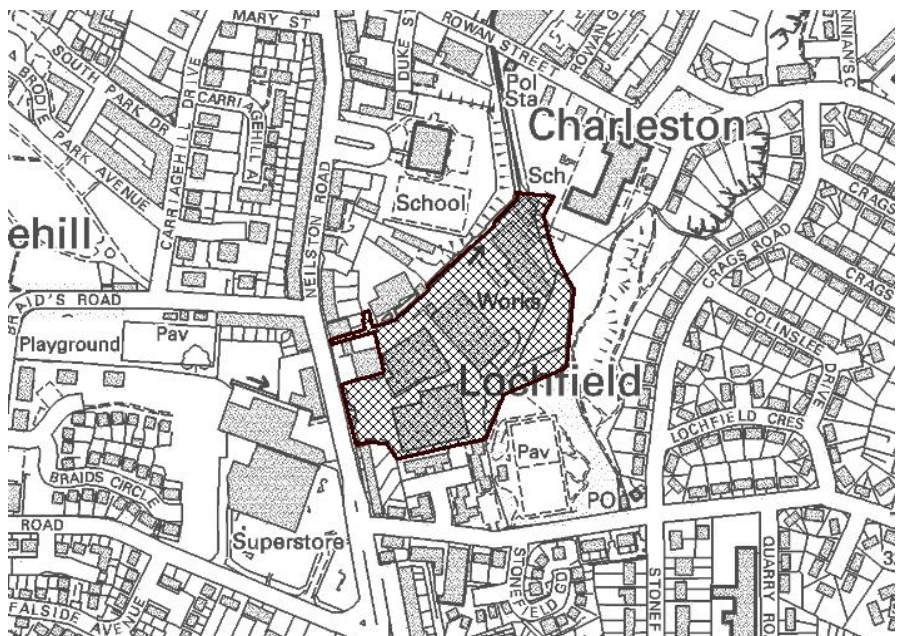
Registered: 06/10/2015

Report by Director of Development and Housing Services

PROPOSAL: ERECTION OF MIXED USE DEVELOPMENT COMPRISING CLASS 1 RETAIL STORE AND RESIDENTIAL DEVELOPMENT WITH ASSOCIATED ACCESS, CAR PARKING, LANDSCAPING AND INFRASTRUCTURE WORKS (SECTION 42 APPLICATION TO VARY CONDITION 1 OF PLANNING PERMISSION 12/0421/PP WITH RESPECT TO THE NUMBER OF RESIDENTIAL UNITS PERMITTED IN PHASE 2.)

LOCATION: 2 PRINTERS PLACE, PAISLEY, PA2 7RX

APPLICATION FOR: PLANNING PERMISSION IN PRINCIPLE



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RECOMMENDATION

Grant subject to conditions.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals accord with the adopted Renfrewshire Local Development Plan.
- There have been no objections to the proposals.
- Consent has previously been granted on this site for a mixed use development, including residential use.
- All major infrastructure requirements have been appropriately considered.

Description

This is a Section 42 application to vary Condition 1 of Planning Permission 12/0421/PP with respect to the number of residential units permitted in Phase 2 of the mixed use development approved at Printers Place in Paisley. Application 12/0421/PP granted in principle the erection of a mixed use development comprising a Class 1 retail store and residential development with associated access, car parking, landscaping and infrastructure works subject to conditions. For the purposes of the application, the site was divided into two phases with the retail store situated within Phase 1, and the residential development situated within Phase 2. Condition 1 of Planning Permission 12/0421/PP states that residential development in Phase 2 shall not exceed 40 units.

The application site extends to approximately 2.84 hectares. It is irregular in shape, and is bound by a garage to the west with Nielston Road beyond, a mix of commercial units and residential properties to the north, a mature tree belt to the east with residential properties and a primary school beyond, and a mix of commercial units, residential properties and a bowling green to the south. Phase 1 is located within the south western corner of the site, and comprises approximately one third of the overall site area. The retail store, car park and access onto Nielston Road associated with Phase 1 have been completed. The remainder of the site to the north and east is associated with Phase 2. The topography of the site is such that the land associated with Phase 2 is set below the level of Phase 1.

History

14/0306/PP - Extension to car park and associated works. Granted subject to conditions 19/06/2014.

13/0190/PP - Approval of matters specified in condition 6 of planning application 12/0421/PP for Phase 1 in respect of a site investigation report and

remediation statement. Granted 12/04/2013.

12/0890/PP - Approval of matters specified in conditions 2, 4 and 9 of planning application 12/0421/PP in respect of landscaping, drainage, green travel plan, noise survey and bird hazard management plan. Granted 28/03/2013.

12/0421/PP - Erection of mixed use development comprising Class 1 retail store and residential development with associated access, car parking, landscaping and infrastructure works. Granted subject to conditions 09/10/2012.

12/0055/EO - Screening Opinion on the need for an Environmental Impact Assessment for mixed use development for retail and residential uses. Environmental Assessment not Required 29/02/2012.

11/0770/NO - Proposal of Application Notice for the erection of mixed use development for retail and residential uses. Accepted 01/12/2012.

Policy and Material Considerations

Development Plan

Adopted Renfrewshire Local Development Plan August 2014
Policy E3 - Transition Areas

New Development Supplementary Guidance
Economic Development Criteria
Transition Areas
Places Development Criteria
Places Checklist

Material considerations

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the policies set out

above, and any other material considerations.

Publicity

The Council has undertaken neighbour notification in accordance with the requirements of the legislation. The application has also been advertised in the Paisley Daily Express, with an expiry date of the 4th of November 2015.

**Objections/
Representations**

None received.

Consultations

Head of Roads (Traffic) - No objection subject to conditions in respect of pedestrian and cycle connectivity, and car parking.

Director of Community Resources - No comments.

Glasgow Airport Safeguarding - No objection.

Summary of Main Issues

Environmental Statement - Not applicable.
Appropriate Assessment - Not applicable.
Design Statement - Not applicable.
Access Statement - Not applicable.
Other Assessments - Not applicable.
Planning Obligation Summary - Not applicable.
Scottish Ministers Direction - Not applicable.

**Environmental Impact
Assessment**

The development was previously screened against the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 during the processing of application 12/0055/EO in order to establish whether the development would require an Environmental Impact Assessment. On assessment, it was determined that the proposed development would not have a significant environmental impact. An

Environmental Impact Assessment was not therefore required.

For the purposes of this application, the proposed development has again been screened against the 2011 Regulations. In this instance, the characteristics of the site have not changed. In addition, the development proposal has not changed beyond the number of residential units considered to be acceptable in principle. No new environmental issues have been identified. As such, it is again not considered that an Environmental Impact Assessment is required.

Planning Assessment

This application has been submitted under Section 42 of the Town and Country Planning (Scotland) Act 1997. In this respect, the Council can only take into consideration the acceptability of any existing and proposed conditions, and is not entitled to re-consider the merits of the development proposal and whether or not it is acceptable in principle. The applicant is seeking to vary Condition 1 with respect to the number of residential units permitted in Phase 2 of the development.

The applicant initially sought to increase the number of units permitted in Phase 2 to 41. An indicative layout was submitted in support of this, with 41 detached, semi detached and terraced units arranged around a single loop road. Within the assessment period, a further layout comprising 39 units in a similar layout was also submitted. On assessment, it was considered that both the indicative layouts proposed constitute over development of the site by virtue of insufficient useable garden ground being associated with a number of the residential units. It is not therefore considered that Phase 2 can accommodate this number of units in principle.

Notwithstanding the assessment of the indicative layouts provided, the principle of residential development in Phase 2 has been accepted. The overall developable

area within Phase 2 is constrained by the site topography. In addition, the total area of Phase 2 has also been reduced by the expansion of the supermarket car park approved under application 14/0306/PP. In view of the above, it is not considered that Phase 2 can suitably accommodate more than 35 dwelling units in principle. It is noted that an indicative layout of 35 dwelling units was submitted for the purposes of application 12/0421/PP. As the application is in principle only at this stage, further applications for Approval of Matters Specified in Conditions (AMSC) will be required in order to scrutinise relevant matters of detail.

There have been no objections to the application from statutory consultees. The comments from the Head of Roads are noted, however these matters will be addressed at a subsequent AMSC application. There are no other material considerations relevant to the assessment of the application. There is no requirement to retain conditions in respect of Phase 1 as these have previously been discharged and the retail development built out accordingly.

Recommendation and Reasons for Decision

Having given consideration to the above assessment, it is considered that Condition 1 should be varied to state that residential development in Phase 2 shall not exceed 35 units. It is therefore recommended that the application should be approved, subject to conditions.

Recommendation

GRANT SUBJECT TO CONDITIONS

Conditions & Reasons

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. For the avoidance of doubt, Phase 2 shall comprise residential development only and shall be restricted to the areas of land coloured grey and shall not exceed 35 units; all as shown on approved Drawing Number 0001-AL(00)02.

Reason: To define the permission.

3. That before development commences for Phase 2, a written application and plans, in respect of the following matters, shall be submitted to, and approved by the Planning Authority:-

- (a) the siting, design and external appearance (including details of materials to be used and site levels/finished floor levels) of all buildings and other structures within the site;
- (b) the details of; and timetable for, the hard and soft/water landscaping of the site;
- (c) the design and location of all boundary walls and fences;
- (d) the details of; and timetable for, the provision of drainage works which shall accord with the Council's Drainage Impact Assessment guidance notes;
- (e) the details of; and timetable for, the disposal of sewage;
- (f) the submission of a detailed survey showing the location and nature of all trees and hedges within the site;
- (g) access and parking arrangements, including the provision of any new roads and junctions;
- (h) the layout of the site;
- (i) details for the management and maintenance of areas identified in (b) above; and
- (j) a Travel Plan that sets out proposals for reducing dependency on the private car and the provision of pedestrian links within the development site and shall identify measures to be implemented prior to the occupation of any residential unit.

Reason: The approval is in principle only, these details have not been submitted, in the interests of amenity and traffic and pedestrian safety, and in the interests of safeguarding aircraft movements and the safe operation of Glasgow Airport.

4. That any detailed submission required by the terms of Condition 3 above, for Phase 2 of the development, shall include a Noise Survey to determine the impact of noise from adjacent commercial units on the development, using the principles set out in British Standard Method for Rating Industrial Noise affecting Mixed Residential and Industrial Areas, or by a method agreed by the Planning Authority and shall be submitted to and approved by the Planning Authority. The survey shall also identify a) the maximum Rating Level, and 2) the minimum Background Noise Level to which any part of the development will be exposed. If the maximum Rating Level exceeds those set out below* then a scheme for protecting the proposed dwelling(s) from industrial/stationary noise shall be included as part of the noise survey with no dwelling being constructed at any location at which the Rating Level cannot be met.

*

Site Standard: Rating Level (LA, Tr) dB Day - 55 Open site/external

Site Standard: Rating Level (LA, Tr) dB Night - 45 site/external

Reason: In the interests of amenity.

5. That before development commences for Phase 2,

a) a site investigation report, characterising the nature and extent of any soil, water and gas contamination; and where remedial works are recommended therein;

b) a remediation strategy/method statement identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report for the relevant phase of the development; shall be prepared in accordance with authoritative technical guidance (including BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice; Planning Advice Note 33 (PAN 33) and the Council's publication "An Introduction to Land Contamination and Development Management"), and submitted to the planning authority for written approval. These reports shall form part of any submission for approval of matters specified in conditions.

Reason: To ensure that the site will be made suitable for its proposed use.

6. Prior to occupation of any residential unit within Phase 2, 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: In the interests of health and safety and to demonstrate that works required to make the site suitable for use have been completed.

7. That no building within Phase 2 shall exceed 50.50m AOD.

Reason: In the interests of safeguarding aircraft movements and the safe operation of Glasgow Airport.

8. Prior to the commencement of development within Phase 2, the applicant shall submit a flood extent map showing the 1:200 year flood outline of the Espedair Burn in conjunction with the plans submitted for the development of Phase 2 of the site, for the written approval of the Planning Authority in consultation with SEPA. The plans for the development of Phase 2 shall take cognisance of the flood extent map and shall ensure no development takes place which will be at risk to flooding from the Espedair Burn.

Reason: In the interests of amenity and in order to meet the requirements of the Council as flood prevention authority.

9. Prior to the occupation of any residential unit within Phase 2, it shall be demonstrated to the satisfaction of the planning authority that the flood mitigation measures specified in the Flood Risk Assessment report prepared by Terrenus CDH (Ref 1452-200 Revision 1 dated 14th September, 2012) have been implemented.

Reason: In the interests of amenity and to mitigate the risk from flooding.

Local Government (Access to Information) Act 1985 - Background Papers: For further information or to inspect any letters of objection and other background papers, please contact David Bryce on 0141 618 7892.

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 15/0754/LB



Renfrewshire
Council

KEY INFORMATION

Ward

5 Paisley South

Applicant

NHS Greater Glasgow & Clyde
Gartnavel Royal Hospital
Trust HQ
Admin. Building
1055 Great Western Road
Glasgow
G12 0XH

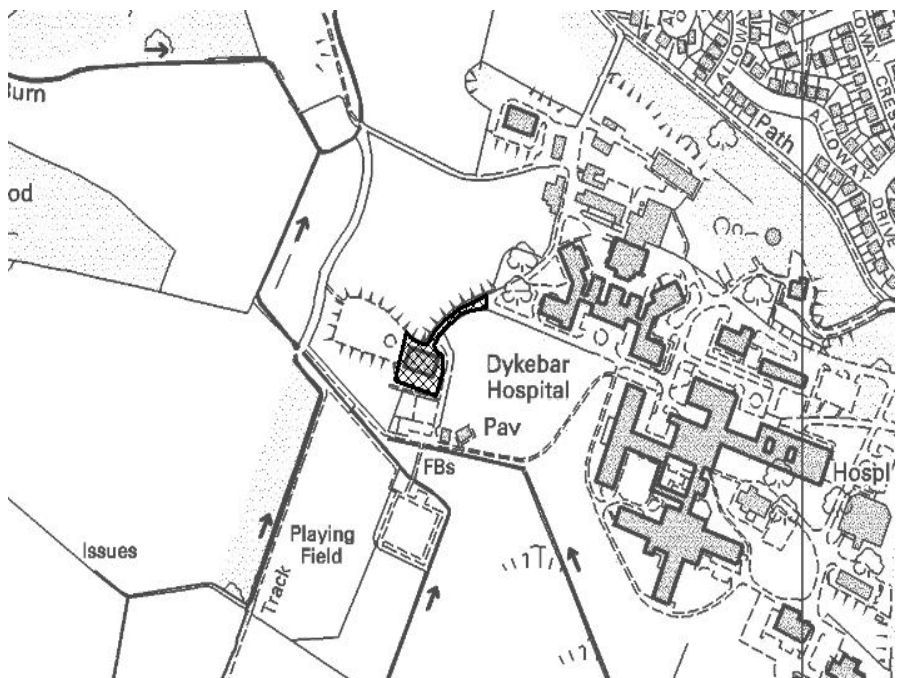
Registered: 08/10/2015

Report by Director of Development and Housing Services

PROPOSAL: PART DEMOLITION OF HOSPITAL WARD COMPRISING THE REMOVAL OF WALLS AND CHIMNEY STACKS FROM FRONT, SIDES AND REAR OF BUILDING (RETROSPECTIVE)

LOCATION: MAIN BUILDING AND GROUNDS, DYKEBAR HOSPITAL, GRAHAMSTON ROAD, PAISLEY, PA2 7DE

APPLICATION FOR: LISTED BUILDING CONSENT FOR DEMOLITION



RECOMMENDATION

Disposed to grant.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The submitted material demonstrates that the works were the minimum necessary to allow fire crews to safely access the premises and extinguish the fire.

Description

This application seeks listed building consent for the demolition of a category B listed hospital ward situated within Dykebar Hospital to the south east of Paisley. The ward, which has been vacant for some time, was damaged by a fire between the 29th and 30th of August 2015. The fire resulted in the loss of the roof and internal walls, with parts of the building demolished on the 1st of September 2015 in order to allow for the fire to be fully extinguished. The part demolition of the building will be considered in retrospect during the assessment of a concurrent application.

The ward building, which is finished in sandstone, forms part of the Dykebar Hospital complex which is considered by Historic Environment Scotland to be a good example of the colony-style mental hospitals which were popular at the turn of the twentieth century. It is one of a number of B listed buildings spread throughout the campus.

History

15/0754/LB - Part demolition of hospital ward comprising the removal of walls, chimney stacks and roof from front, sides and rear of building (in retrospect). Concurrent application yet to be determined.

Policy and Material Considerations

Development Plan

Adopted Renfrewshire Local Development Plan August 2014
Policy ENV3 - Built Heritage

New Development Supplementary Guidance

Listed Buildings - Demolition of Listed Buildings

Material considerations

The Scottish Historic Environment Policy (SHEP) and associated Managing Change

in the Historic Environment Guidance Notes on Demolition .

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the policies set out above, the New Development Supplementary Guidance, and the general advice set out in the SHEP and the associated guidance notes.

Publicity

The application was advertised in the Paisley and Renfrewshire Gazette and the Edinburgh Gazette as an application for Listed Building Consent, with a deadline for representations of the 25th and 27th of November respectively.

Objections/Representations

None received.

Consultations

Historic Environment Scotland - No objection.

Summary of Main Issues

Environmental Statement - Not applicable.

Appropriate Assessment - Not applicable.

Design Statement - Not applicable.

Access Statement - Not applicable.

Other Assessments

Structural Survey - Recommends the demolition of the building as damage caused by the fire has rendered it structurally unstable and incapable of repair.

Demolition Works General Specification - Details the history of the building, and the scope and extent of the demolition works.

Planning Obligation Summary - Not applicable.

Scottish Ministers Direction - Not applicable.

Assessment

The Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant listed building consent for any works, special regard must be had to the desirability of preserving the listed building or its setting, or any features of special architectural or historic merit.

The Scottish Historic Environment Policy (SHEP) and the associated Managing Change in the Historic Environment Guidance Notes on Demolition require applications for the demolition of a listed building to be justified against one or more of the four tests: (1) that the building is not of special interest, (2) that the building is incapable of repair, (3) that the demolition of the building is essential to delivering significant benefits to economic growth or the wider community, and (4) that the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period. The policies within the Local Development Plan and the associated New Development Supplementary Guidance mirror that outlined above.

Each of the tests can be considered as follows:

The building is not of special interest

The special interest of the building is mainly derived from its role as part of a grouping of B listed buildings which form Dykebar Hospital. The hospital, which was opened in 1909, adopted a 'village' philosophy to the care of the mentally ill. The layout of the hospital, and the role and function of the buildings, contributes to the understanding of how care for the mentally ill was undertaken at the beginning of the 20th century. The building is also considered to have some architectural merit in its own right, with the sandstone finish and ornate detailing around the window openings reminiscent

of a Victorian villa. However, the damage caused by the fire has resulted in the loss of the roof and interior of the building as well as large sections of the external walls. It is noted that part of the building has also been demolished in order to allow the fire to be safely extinguished. This loss of original fabric has eroded the character of the building, and diminished its special interest. It is noted that a similar building within the hospital grounds, known as 'Mid Dykebar', was recently removed from the statutory list due to loss of original fabric and the impact this had on the special interest of the building. In view of the above, it is considered that the building is no longer of special interest given its current condition, and the loss of built fabric as a consequence of the fire.

The building is incapable of repair

The structural survey submitted by the applicants highlights the current structural instability of the building. A facade retention scheme is also not recommended given the amount of missing walls and the overall loss of integrity. It is also noted that the retained property would still contain many defective elements. It is concluded that the building is in a dangerous condition, and demolition should be instructed. Observations on site do not conflict with the statements made in the structural survey, and it is clear that the building is structurally unstable. In view of the above, I am satisfied that the building's current condition renders it incapable of repair.

Demolition is essential to deliver significant economic benefits

The demolition of the building is not linked to the delivery of significant benefits to economic growth or the wider community.

Repair is not economically viable

It has been demonstrated above that the building is incapable of repair.

In summary, it is concluded that the proposed demolition of the building meets two of the four statutory tests as set out in

the SHEP, namely that the building is no longer of special interest and is incapable of repair. The demolition works as specified are also considered to be acceptable, and the applicant has also committed to retaining stone where practicable to use in repair of other buildings within the hospital grounds.

**Recommendation and
Reasons for Decision**

In view of the above assessment, it is considered that the demolition of the building meets two of the four statutory tests as set out in the SHEP and associated Managing Change in the Historic Environment Guidance Notes on Demolition, and the relevant Local Development Plan policies and guidance. It is therefore recommended that the Board be disposed to grant listed building consent.

Recommendation

DISPOSED TO GRANT

Conditions & Reasons

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

Local Government (Access to Information) Act 1985 -
Background Papers: For further information or to inspect
any letters of objection and other background papers,
please contact David Bryce on 0141 618 7892.

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 15/0755/LB

KEY INFORMATION

Ward

5 Paisley South

Applicant

NHS Greater Glasgow & Clyde
Gartnavel Royal Hospital
Trust HQ
Admin. Building
1055 Great Western Road
Glasgow
G12 0XH

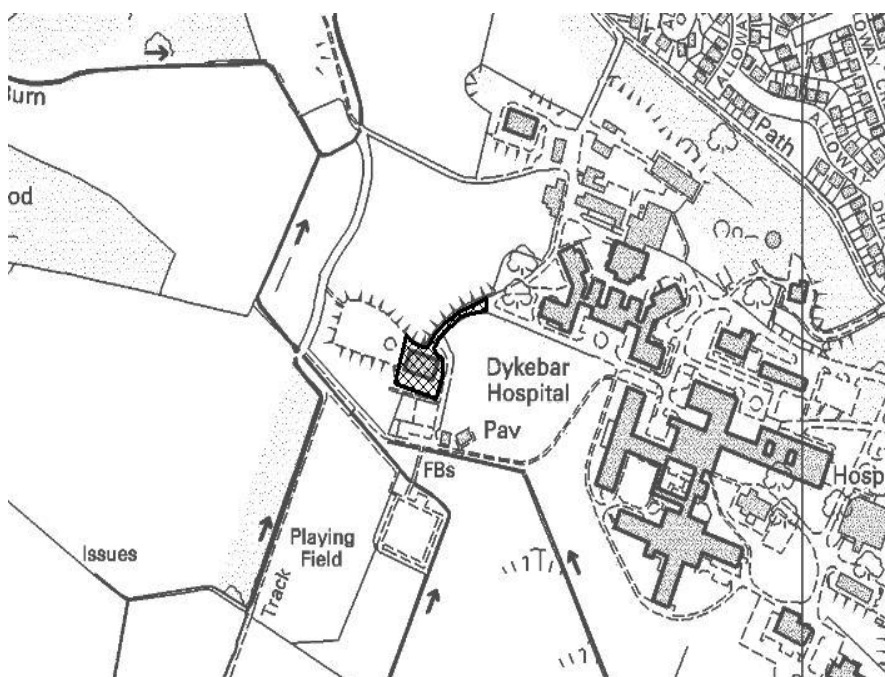
Registered: 08/10/2015

Report by Director of Development and Housing Services

PROPOSAL: DEMOLITION OF HOSPITAL WARD

LOCATION: MAIN BUILDING AND GROUNDS, DYKEBAR HOSPITAL, GRAHAMSTON ROAD, PAISLEY, PA2 7DE

APPLICATION FOR: LISTED BUILDING CONSENT FOR DEMOLITION



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RECOMMENDATION

Disposed to grant.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The submitted material demonstrates that the works already undertaken were the minimum necessary to allow fire crews to safely access the premises and extinguish the fire.
- The remaining portions of the building have been demonstrated to be beyond viable repair and the extent of the fire damage is such that they have lost their intrinsic architectural and historic interest.

Description

This application seeks listed building consent for the demolition of a category B listed hospital ward situated within Dykebar Hospital to the south east of Paisley. The ward, which has been vacant for some time, was damaged by a fire between the 29th and 30th of August 2015. The fire resulted in the loss of the roof and internal walls, with parts of the building demolished on the 1st of September 2015 in order to allow for the fire to be fully extinguished. The part demolition of the building will be considered in retrospect during the assessment of a concurrent application.

The ward building, which is finished in sandstone, forms part of the Dykebar Hospital complex which is considered by Historic Environment Scotland to be a good example of the colony-style mental hospitals which were popular at the turn of the twentieth century. It is one of a number of B listed buildings spread throughout the campus.

History

15/0754/LB - Part demolition of hospital ward comprising the removal of walls, chimney stacks and roof from front, sides and rear of building (in retrospect). Concurrent application yet to be determined.

Policy and Material Considerations

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Policy ENV3 - Built Heritage

New Development Supplementary Guidance

Listed Buildings - Demolition of Listed Buildings

Material considerations

The Scottish Historic Environment Policy (SHEP) and associated Managing Change

in the Historic Environment Guidance Notes on Demolition .

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposal requires to be assessed in terms of the policies set out above, the New Development Supplementary Guidance, and the general advice set out in the SHEP and the associated guidance notes.

Publicity

The application was advertised in the Paisley and Renfrewshire Gazette and the Edinburgh Gazette as an application for Listed Building Consent, with a deadline for representations of the 25th and 27th of November respectively.

Objections/ Representations

None received.

Consultations

Historic Environment Scotland - No objection.

Summary of Main Issues

Environmental Statement - Not applicable.

Appropriate Assessment - Not applicable.

Design Statement - Not applicable.

Access Statement - Not applicable.

Other Assessments

Structural Survey - Recommends the demolition of the building as damage caused by the fire has rendered it structurally unstable and incapable of repair.

Demolition Works General Specification - Details the history of the building, and the scope and extent of the demolition works.

Planning Obligation Summary - Not applicable.

Scottish Ministers Direction - Not applicable.

Assessment

The Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant listed building consent for any works, special regard must be had to the desirability of preserving the listed building or its setting, or any features of special architectural or historic merit.

The Scottish Historic Environment Policy (SHEP) and the associated Managing Change in the Historic Environment Guidance Notes on Demolition require applications for the demolition of a listed building to be justified against one or more of the four tests: (1) that the building is not of special interest, (2) that the building is incapable of repair, (3) that the demolition of the building is essential to delivering significant benefits to economic growth or the wider community, and (4) that the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period. The policies within the Local Development Plan and the associated New Development Supplementary Guidance mirror that outlined above.

Each of the tests can be considered as follows:

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The special interest of the building is mainly derived from its role as part of a grouping of B listed buildings which form Dykebar Hospital. The hospital, which was opened in 1909, adopted a 'village' philosophy to the care of the mentally ill. The layout of the hospital, and the role and function of the buildings, contributes to the understanding of how care for the mentally ill was undertaken at the beginning of the 20th century. The building is also considered to have some architectural merit in its own right, with the sandstone finish and ornate detailing around the window openings reminiscent

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The building is incapable of repair

The structural survey submitted by the applicants highlights the current structural instability of the building. A facade retention scheme is also not recommended given the amount of missing walls and the overall loss of integrity. It is also noted that the retained property would still contain many defective elements. It is concluded that the building is in a dangerous condition, and demolition should be instructed. Observations on site do not conflict with the statements made in the structural survey, and it is clear that the building is structurally unstable. In view of the above, I am satisfied that the buildings current condition renders it incapable of repair.

Demolition is essential to deliver significant economic benefits

The demolition of the building is not linked to the delivery of significant benefits to economic growth or the wider community.

Repair is not economically viable

It has been demonstrated above that the building is incapable of repair.

In summary, it is concluded that the proposed demolition of the building meets two of the four statutory tests as set out in

the SHEP, namely that the building is no longer of special interest and is incapable of repair. The demolition works as specified are also considered to be acceptable, and the applicant has also committed to retaining stone where practicable to use in repair of other buildings within the hospital grounds.

**Recommendation and
Reasons for Decision**

In view of the above assessment, it is considered that the demolition of the building meets two of the four statutory tests as set out in the SHEP and associated Managing Change in the Historic Environment Guidance Notes on Demolition, and the relevant Local Development Plan policies and guidance. It is therefore recommended that the Board be disposed to grant listed building consent.

Recommendation

DISPOSED TO GRANT

Conditions & Reasons

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

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