

Report

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Report to:	Cambuslang/Rutherglen Area Committee
Date of Meeting:	10 June 2008
Report by:	Executive Director (Enterprise Resources)

Application No	CR/07/0390
Planning Proposal:	Demolition of existing public house and erection of 12 flats with associated parking

1 Summary Application Information

- Application Type : Detailed Planning Application
- Applicant : Ardengreen Ltd
- Location : Newton Brae
Newton, Cambuslang

2 Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

- (1) Grant Detailed Planning Permission – (Subject to conditions – Based on Conditions Listed)

2.2 Other Actions/Notes

The Area Committee has delegated powers to determine this application

3 Other Information

- ◆ Applicant's Agent: James Baird Associates Ltd
- ◆ Council Area/Ward: 14 Cambuslang East
- ◆ Policy Reference(s): Cambuslang / Rutherglen Local Plan (Adopted) 2002:
Policy RES9 – Residential Land Use Policy.
South Lanarkshire Local Plan (Final with modifications) 2007:
Policy RES6 – Residential Land Use Policy.

- ◆ Representation(s):
 - ▶ 0 Objection Letters

- ◆ Consultation(s):

Scottish Water

Network Rail

Roads and Transportation Services (North Division)

Halfway Community Council

Environmental Services

Planning Application Report

1. Application Site

- 1.1. The site, which is triangular in shape, flat and extends to approximately 0.119 Ha, is located on the south side of Newton Brae, Newton on land which is currently occupied by the now closed Coach and Horses public house and its associated land ownership. It is bounded to the north and west by Newton Brae, to the east by the dwelling house at 28 Newton Brae and to the south by an active railway line which includes the Glasgow – London main line. The existing public house is boarded up while the remainder of the site is laying vacant with scrub vegetation.
- 1.2. In close proximity to the site there are major enabling operations associated with residential development.

2. Proposal(s)

- 2.1. The applicant seeks to demolish the existing public house and redevelop the site as a residential development comprising of 12 flats in a single block, with associated car parking and landscaping. Vehicular access will be taken to the development at a single point on Newton Brae.
- 2.2. The proposed block of flats will lie to the east of the site at the widest part of the triangle and will have two closes of three storey tenement flats with a frontage onto Newton Brae. The development will include 4 one bedroom flats and 8 two bedroom flats. The main pedestrian access will be to the rear however access will also be available from Newton Brae. Car parking for a total of 18 vehicles will be provided, fifteen of these spaces being from a single access point from Newton Brae with the three other spaces being at the very west of the site with access directly onto Newton Brae. There is currently no footpath adjacent to the car parking area and it is not intended that one will be provided by this development. Landscaping, amenity space and bin stores will be located to the rear of the flats with refuse collection through the car park.
- 2.3. The flats are traditional in design with shared close entries. The proposed materials are also traditional with facing brick for the ground floor and white render for the first and second floors. The roof will be finished in concrete tiles the colour of which is yet to be agreed. Juliette balconies will be utilised for the bay windows in the lounges of the upper floor flats. Details of all colours, the landscape plan, bin stores and car park finish will follow should consent be granted.

3. Background

3.1. Local Plan Status

The application site lies within the adopted Cambuslang/Rutherglen Local Plan area, and is within an area covered by Policy RES9 – ‘Residential Land Use Policy’. The site is also covered by the equivalent policy RES6 – ‘Residential Land Use Policy’ of the South Lanarkshire Local Plan (final with modifications) 2007.

- 3.2. Policies RES9 and RES6 are the general residential policy which seeks to protect the character of residential areas by resisting proposals that will detract from them.

3.3. National Guidance

As a means of reducing travel demand and reliance on the private car SPP17 “Planning for Transport” states that locations which are highly accessible by walking, cycling and public transport should be developed at the highest densities. The

application site lies on the bus routes through Newton and is within a five minute walk of Newton railway station.

3.4. **Planning Background**

There have been no applications for this site in the last five years.

- 3.5. As a result of the major residential development around Newton which was approved under outline planning consent CR/03/0272 in February 2006 it is intended that Newton Brae will be “stopped up” when the new distributor road through Newton is opened to the public. This will significantly reduce traffic adjacent to this proposed development.

4. **Consultation(s)**

- 4.1. **Roads and Transportation Services** – No adverse comments to offer regarding this application.

Response: Noted.

- 4.2. **Environmental Services** – Propose advisory notes regarding noise, demolition and asbestos and contamination be attached to the decision notice. In addition the applicants are required to undertake a noise and vibration survey to confirm the suitability of the site for residential development and to identify any noise insulation proposals to reduce the impact of the site’s location adjacent to an active railway line.

Response: An appropriate condition and the advisory notes relating to these matters will be applied; however matters concerning noise and dust can be dealt with through the powers available to Environmental Services.

- 4.3. **Network Rail** – No objections however due to the close proximity of an operational railway line various conditions regarding any potential impact on the line have been suggested should consent be granted.

Response: Noted and appropriate conditions will be attached to any consent should it be granted and a copy of the response will be passed to the applicant for their information.

- 4.4. **Scottish Water:** No response received as yet.

- 4.5. **Halfway Community Council:** No response received as yet.

5. **Representation(s)**

- 5.1. Statutory neighbour notification was undertaken and no representations were received.

6. **Assessment and Conclusions**

- 6.1. Detailed planning consent is sought for a new residential development comprising 12 flats in a single block, with associated car parking and landscaping on a 0.119ha site at Newton Brae, Newton. The site is presently occupied by a vacant public house which does not enhance the residential character or amenity of the locality.

- 6.2. In terms of both the adopted Cambuslang/Rutherglen Local Plan and the finalised South Lanarkshire Local Plan the site is identified as a residential land use area and thus the proposed development accords with the development plan for the area.

- 6.3. There is however an important material consideration which needs to be taken account of in the consideration of this application, namely the potential impact of noise and vibration on the residents of the proposed flats from the adjacent railway line. In response to this the applicant will be required to submit a professional assessment of the effect of both noise and vibration on human habitation of the flats (in terms of PAN 56) to be formally approved by the Council as Planning Authority prior to the commencement of any works. A condition to meet this requirement will be attached should consent be granted.
- 6.4. Due to the location of the application site the proposed development can be accommodated without affecting surrounding amenity and privacy. The development will be in the form of traditional common close entry flats. It is my assessment that the proposed flats, in terms of scale, materials and use are an acceptable form of development at this particular location. In addition the proposed development will provide an acceptable number of car parking spaces in terms of the requirements of Roads and Transportation Services
- 6.5. From a local plan viewpoint, therefore, the development complies with both Policies RES9 and RES6 – general residential land use policies as the development of the site for flats will not adversely impact on the character and amenity of the surrounding area. Details associated with the proposal - the required parking, amenity space, bin storage etc are acceptable from a planning point of view. It is therefore recommended that the Committee grant planning permission subject to conditions.
- 7. Reasons for Decision**
- 7.1. The proposed development accords with National Guidance and Local Plan policies, is of an acceptable design and layout, meets access, parking and landscaping requirements and brings an area of vacant land into active use

Iain Urquhart
Executive Director (Enterprise Resources)

2 June 2008

Previous References

- ◆ CR/03/0272 – Erection of Residential Development, Distributor Road with associated Land Reclamation, Landscaping, Infra-Structure Upgrades and Community Services; Granted Outline Planning Consent 24 February 2006.

List of Background Papers

- ▶ Application Form
- ▶ Application Plans
- ▶ Neighbour Notification Certificate dated 22 October 2007
- ▶ Cambuslang/Rutherglen Local Plan (adopted) 2002
- ▶ South Lanarkshire Local Plan (final with modifications) 2007
- ▶ South Lanarkshire Council Guidelines for Development Roads, 2000
- ▶ South Lanarkshire Council Residential Development Guide, 2001
- ▶ Scottish Planning Policy 17 – Planning for Transport, 2005

▶ Planning Advice Note 56 – Planning and Noise, 1999

▶ Consultations

Network Rail	08/02/2008
Roads and Transportation Services (North Division)	22/05/2008
Environmental Services	03/01/2008

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

Bill Kerr, Planning Officer. Royal Burgh House, 380 King Street, Rutherglen G73 1DQ
(Tel: 0141 613 5141)
E-mail: Enterprise.cam-ruth@southlanarkshire.gov.uk

CONDITIONS

- 1 That the development hereby permitted shall be started within five years of the date of this permission.
- 2 That the development shall be carried out strictly in accordance with the plans hereby approved and no change to the design or external finishes shall take place without the prior written approval of the Council as Planning Authority.
- 3 That before any development commences on site or before any materials are ordered or brought to the site, details and samples of all materials to be used as external finishes on the development shall be submitted to and approved by the Council as Planning Authority.
- 4 That before development starts, full details of the design and location of all fences and walls, including any retaining walls, to be erected on the site shall be submitted to and approved by the Council as Planning Authority.
- 5 That before development starts, details of all boundary treatments shall be submitted to and approved by the Council as Planning Authority and thereafter all approved works shall be completed to the satisfaction of the Council prior to the development hereby approved being occupied or brought into use.
- 6 That before the development hereby approved is completed or brought into use, all of the parking spaces shown in on the approved plans shall be laid out, constructed and thereafter maintained to the specification of the Council as Roads and Planning Authority.
- 7 That development shall not commence until details of surface finishes to all parking and manoeuvring areas has been submitted for the consideration and written approval of the Council as Planning Authority. Development shall thereafter be carried out using the approved materials or such alternatives as may be agreed in writing with the Council as Planning Authority.
- 8 That before the development hereby approved is completed or brought into use, a visibility splay of 2.5 metres by 90 metres measured from the road channel shall be provided on both sides of the vehicular access to the car parking area indicated on the approved plans and everything exceeding 0.9 metres in height above the road channel level shall be removed from the sight line areas and thereafter nothing exceeding 0.9 metres in height shall be planted, placed or erected within these sight lines.
- 9 That a 600 mm high pedestrian guard rail shall be erected along the heel of the kerb in front of the block of flats hereby by approved and thereafter maintained all to the specification and satisfaction of the Council as Planning and Roads Authority, details of the required guard rail being lodged for the written approval of the Council as Planning Authority prior to work commencing on site.
- 10 That no development shall commence until details of surface water drainage arrangements have been submitted to and approved in writing by the Council as

Planning Authority; such drainage arrangements will require to comply with the principles of sustainable urban drainage systems and with the Council's Sustainable Drainage Design Criteria and requirements.

- 11 That before the development starts; a certificate or report from a recognised firm of chartered engineers shall be submitted to the Council as Planning Authority confirming the structural stability of any retaining walls. Thereafter the developer shall incorporate the full recommendations and requirements of the certificate or report in the design and construction of the development approved under this consent.
- 12 That no development shall commence on the site until a report is submitted to and approved in writing by the Council as Planning Authority from a suitably qualified professional assessing the impact of external noise and vibration on the residents of the proposed flatted development in terms of the guidance provided by Planning Advice Note (PAN) 56 and include details of measures required in the construction of the proposed development to mitigate any adverse impact. The flats shall not be occupied until the measures in the report are operational and shall thereafter be implemented and retained in perpetuity in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.

REASONS

- 1 To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.
- 2 In the interests of amenity and in order to retain effective planning control.
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- 4 These details have not been submitted or approved.
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- 6 To ensure the provision of adequate parking facilities within the site.
- 7 To ensure the provision of adequate parking facilities within the site.
- 8 In the interest of road safety
- 9 In the interest of public safety
- 10 To ensure that the disposal of surface water from the site is dealt with in a safe and sustainable manner, to return it to the natural water cycle with minimal adverse impact on people and the environment and to alleviate the potential for on-site and off-site flooding.
- 11 In the interests of amenity to protect the residents of the proposed development from excessive and unnecessary noise.
- 12 To minimise noise disturbance to adjacent occupants.

For information only

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