



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Mr A Dale Phone: 0141 287 6016

ITEM 1 (c)
29th November 2011

APPLICATION TYPE	Full Planning Permission
RECOMMENDATION	Grant Subject to Condition(s)

APPLICATION	11/01673/DC	DATE VALID	23.08.2011
SITE ADDRESS	Hyndland Railway Station Churchill Drive Glasgow G11 7EZ		
PROPOSAL	Erection of lift towers and footbridge.		
APPLICANT	Network Rail Per Mr Andrew Roberts Buchanan House 58 Port Dundas Road GLASGOW G4 0LQ	AGENT	
WARD NO(S)	MW, Multiple Wards	COMMUNITY COUNCIL LISTED	888, Multiple Councils
CONSERVATION AREA			
ADVERT TYPE		PUBLISHED	2 September 2011
CITY PLAN	Transport Infrastructure		

REPRESENTATIONS/ CONSULTATIONS

The application was advertised on 2 September 2011. A total of 12 objections were received including one from Ann McKechin M.P. and one from Kelvinside Community Council. The material points raised in the letters were:

- Object to loss of trees in terms of environmental impact, loss of privacy and security.
- The proposal will generate noise (removal of trees) and light pollution.
- Formation of a new footpath close to private gardens will be a security risk while the proposed mesh fence will not be sufficient mitigation.
- Trees to be removed and substation erected on private domestic land outwith applicant's ownership.
- Lack of public consultation.
- Station users already park on Churchill Drive making access for larger vehicles very difficult. The proposal will only make matters worse either with more parking demand or with further drop-offs taking place.
- Why do the lifts need to have capacity for 16 people.
- The lifts could be relocated closer to the existing underpass to minimise the need to disrupt existing landscaping and trees.
- Impact upon wildlife and loss of habitat.
- The proposal will attract staff from Gartnavel to park on Churchill Drive compounding problems.
- The design of the lifts is obtrusive and inappropriate.
- Towers will overshadow adjacent gardens.

- Concerns over noise during construction.
- The removal of the existing bridge will result in removal of boundary to my rear garden.
- Height of boundary to existing footpath should be raised and suggest more CCTV to deal with anti-social behaviour.
- Object to the failure to provide step free access from Queensborough Gardens.
- The site address is misleading.

LES Public Health – No objection subject to conditions

SITE AND DESCRIPTION

The application site incorporates Hyndland railway station along with the access path to the station from Churchill Drive and a portion of land within the site of Gartnavel Homeopathic Hospital. The station is on the Argyle and North Clyde lines with around 14 trains passing in each direction every hour.

The station has a central island platform serving both lines which is accessed via an underground pedestrian tunnel and stairs up from Queensborough Gardens to the east and a path and pedestrian bridge from Churchill Drive to the west. On the eastern side of the station there is a path, with steps, which connects to the pedestrian tunnel. This path leads north to Gartnavel Hospital.

The area around the site is predominantly residential with terraced properties along Churchill Drive which back onto the western boundary of the station and railway line. To the east are further residential properties although to the north east are the grounds of Gartnavel Homeopathic Hospital which forms part of the larger Gartnavel Campus of Hospitals.

It is proposed to erect three lift towers and a footbridge, which spans the station and railway lines, in order to allow step free access to the station from Gartnavel Hospital and from Churchill Drive. The towers are to be erected on either side of the railway lines and one on the central island platform. They are to be situated to the north of the main station building.

At their highest point the towers are 10 metres above the station platform. This height is necessary in order to accommodate the lift and necessary plant. The base of the bridge between the towers is set at 5 metres above the platform to align with the access to the lifts. New paths are proposed to link the lifts and bridge to the existing station access footpaths on the Churchill Road and Gartnavel sides of the station to provide level access to users, while each lift tower is also to be accessed by a new set of stairs to enable access between the platforms and either side of the station. Under part of each set of stairs there is to be an enclosed machine room.

The towers, bridge and machine rooms are to be finished externally in metallic large panel cladding

As part of the proposal to create the lift towers and associated stairs to either side of the main platform it is proposed to remove a number of trees to allow for construction works. The trees are not protected or in a Conservation Area.

The existing footbridge which links Churchill Drive to the central platform is to be removed as part of the proposals.

POLICIES

DEV 1 TRANSPORT INFRASTRUCTURE

DEV 2 RESIDENTIAL

DEV 9 CIVIC, HOSPITAL AND TERTIARY EDUCATION

Env 7 National Regional and Local Environmental Designations

Env 8 Trees, Woodlands and Hedgerows

SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee report. The remainder of the information, and a response to each of the points to be addressed, is detailed below.

A. Summary of the main issues raised where the following were submitted or carried out**i. an environmental statement**

Not applicable

ii. an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994

Not applicable

iii. a design statement or a design and access statement

Not applicable

iv. any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding)

Not applicable

B. Summary of the terms of any Section 75 planning agreement

Not applicable

C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32

These Regulations enable Scottish Ministers to give directions

i. with regard to Environmental Impact Assessment Regulations (Regulation 30)

Not applicable

ii. 1. requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)

Not applicable

2. restricting the grant of planning permission

Not applicable

iii. 1. requiring the Council to consider imposing a condition specified by Scottish Ministers

Not applicable

2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered to the condition and that it will either imposed or need not be imposed.

Not applicable

ASSESSMENT AND CONCLUSIONS

Section 25 of the 1997 Planning Act requires the determination of this application to be made in accordance with the provisions of the development plan, unless material considerations indicate otherwise.

The majority of the application site is covered by Development Policy Principle (DPP) DEV 1 TRANSPORT AND INFRASTRUCTURE. As the proposal is intended to support the integrated transport network it is considered to be in accordance with the DEV 1 DPP. On the eastern side of the station, it is proposed to erect a lift tower within part of the Gartnavel Hospital Campus. This land falls under DPP DEV 9 CIVIC, HOSPITAL AND TERTIARY EDUCATION. The policy states that proposals seeking to extend the range of services or facilities will be encouraged particularly where they provide significant community benefit. The proposal is intended to improve access to the hospital and on this basis the proposal is considered to comply with DPP 9 as there will be a clear community benefit. The element of the site set within an area designated under DPP DEV 2 RESIDENTIAL relates only to the access footpath leading from Churchill Drive. There are no proposed works relating to this part of the site meaning that there will be no impact which would affect the designation.

All railway lines are designated as Green Corridors meaning that virtually all of the application site falls within this designation. Policy Env 7 National Regional and Local Environmental Designations sets the criteria for assessing proposals that affect local designations like Green Corridors. The supporting Development Guide ENV 4 states that in the case of operational areas of railways only development such as functional infrastructure, which can be clearly demonstrated as being essential to their safe and efficient operation, will be considered favourably. Given that the proposed works are intended to enable greater access for station users to Gartnavel Hospital and to Churchill Drive, it is considered that the caveat set by the development guide is satisfied.

City Plan 2 Policy Env 8 Trees, Woodlands and Hedgerows, seeks to resist unnecessary loss of trees particularly where they are of some biodiversity value. In this case the trees to be removed are situated within the Green Corridor. However, the applicants have undertaken a survey and have indicated that they would be supportive of replacement planting. A condition can be applied to any positive recommendation for details of a new landscaping scheme to be prepared as compensatory planting for the loss of trees.

Based on the foregoing assessment it is considered that the proposal is in accordance with the relevant City Plan 2 policies and the proposal should be approved unless material considerations indicate otherwise. The points raised in the letters of objection are material considerations and must be addressed. The points are considered below.

- Object to loss of trees in terms of environmental impact, loss of privacy and security.

Response: The loss of trees has been assessed in respect of environment impact in the main report assessment. New planting should compensate the loss to a degree. The loss of trees will result in the removal of privacy screen for the properties on Churchill Drive. However, new planting and a visual barrier to the outer wall of the stairs should limit any overlooking of the adjacent properties. The applicants have also indicated that they will improve the shared boundary treatment at the rear of the gardens by continuing the brick wall that runs along the access path leading into the station.

- The proposal will generate noise disturbance through the removal of trees and light pollution.

Response: LES Public Health has raised no objection subject to a condition intended to restrict noise levels from the finished plant in relation to nearby residential properties. Should there be a complaint regarding lighting this is something that would be dealt with directly via LES Public Health.

- Formation of a new footpath close to private gardens will be a security risk while the proposed mesh fence will not be sufficient.

Response: The applicants have indicated that they will build a brick wall to run along the boundary of the station, next to the footpath. The height and design of the wall can be controlled by condition.

- Trees to be removed and substation erected on private domestic land.

Response: The objector was asked to provide evidence of this, however none has been provided. The applicant was also asked to provide evidence of the extent of their ownership and submitted a plan which purports to replicate their title deeds showing the land in question as being within their ownership. This has satisfied officers of the position however an advisory note can be added to any planning approval clarifying that the landowners permission must be sought prior to any works taking place should there be any dubiety over ownership.

- Lack of public consultation.

Response: The application does not fall within the threshold criteria of a major application under the Hierarchy of Development Regulations 2009 meaning that there is no requirement for the applicant to undertake any pre-application consultations.

- Station users already park on Churchill Drive making access for larger vehicles very difficult. The proposal will only make matters worse either with more parking demand or with further drop-offs taking place.

Response: The applicants have stated that they do not anticipate the proposal will generate further on-street parking. Scottish Government Policy promotes public transport as being a sustainable preference over car use and the proposal is intended to support this aim by improving access to public transport. Any increase in on-street parking pressure which may emerge is not considered to outweigh the positive impact of the proposals in supporting national policy aims.

- Why do the lifts need to have capacity for 16 people.

Response: The applicant has advised that the lift capacity is a nationwide standard for all station development. The intention is that all future capacity demand will be met by the larger lift floor area. The lifts measure approximately 2.2 metres by 2.2 metres. Any significant reduction in this level of space would potentially make manoeuvring a wheelchair or a child's buggy difficult.

- The lifts could be relocated closer to the existing underpass to minimise the need to disrupt existing landscaping and trees.

Response: The applicants have investigated this option but have ruled it out due to insufficient space on the platform.

- Impact upon wildlife and loss of habitat.

Response: This is addressed in the assessment of Policy ENV 7 in the main policy assessment.

- The proposal will attract staff at Gartnavel to park on Churchill Drive compounding problems.

Response: It is already possible to park on Churchill Drive and walk across the bridge and then through the underpass to Gartnavel Hospital. Therefore, the proposed new bridge would not make any change to the current situation meaning that it is unlikely to make parking at Churchill Drive more attractive to Gartnavel staff.

- The design of the lifts is obtrusive and inappropriate.

Response: The lift towers are required to be large in order to achieve the capacity described in an earlier response and in order to achieve the height required for sufficient clearance to cross the railway lines without affecting their operation. As a result of this the towers' mass and height will inevitably be significant, however, the proposed materials, which will be controlled by condition, should avoid this being excessive while retaining a limited palette of material finishes should help to subdue the overall appearance.

- Towers will overshadow gardens.

Response: The gardens at Churchill Drive are 25 metres long. The orientation of the towers relative to the gardens and their relatively slim profile mean that there will be no significant impact upon the neighbouring properties.

- Concerns over noise during construction

Response: This is not a direct planning issue as it would be controlled under separate legislation. Any issue relating to construction noise would be controlled by LES Public Health who have raised no objection to the proposal. The applicants have advised that some construction work would take place at night time but the vast majority will take place during the day. They have also advised that the site construction compound will be situated within land on the Gartnavel side of the site.

- Suggest more CCTV to deal with anti-social behaviour. Height of boundary to existing footpath should be raised.

Response: These comments relate to the station generally and not specifically to the proposal however, the suggestions has been forwarded to the applicants for their information.

- The removal of the existing bridge will result in removal of boundary to my rear garden.

Response: The retention the existing boundary treatment or a replacement can be required by condition.

- Object to the failure to provide level step free access from Queensborough Gardens.

Response: The application must be considered as submitted. It is understood that the applicants are actively investigating this option as part of their future aspirations however, it is considered that it would be inappropriate to resist or delay determining this application while they carry out this work.

- The site address is misleading.

Response: It is considered that the address was satisfactory for all parties to identify the application site and it is not believed that any party had their statutory rights affected by the address description used.

It is concluded that none of the matters raised in the letters of objection outweigh or alter the position established that the proposal is in accordance with City Plan 2. On this basis it is recommended that planning permission be granted subject to the conditions listed below.

CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s)

B1623000/CIV/GAD/0101 Existing Plan
 B1623000/CIV/GAD/0102 Proposed Station Plan
 B1623000/CIV/GAD/0103 Footbridge Plan
 B1623000/CIV/GAD/0104 Footbridge Site Plan Ground Floor
 B1623000/CIV/GAD/0105 Footbridge Site Plan Roof Level
 B1623000/CIV/DRG/0101 Cross Section and Elevations 1
 B1623000/CIV/DRG/0102 Cross Section and Elevations 2
 B1623000/CIV/DRG/0103 Cross Section and Elevations 3

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

Reason: As these drawings constitute the approved development.

02. External materials shall be metallic cladding panels. Samples shall be submitted to and approved by the Planning Authority in writing in respect of type, colour and texture. Written approval shall be obtained before the materials are used on site.

Reason: In order to safeguard the property itself and the amenity of the surrounding area.

03. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

04. Details of all boundary treatment, including any replacement boundary required by the removal of the existing footbridge structure, shall be submitted to and approved in writing by the Council prior to the commencement of construction works on site. The boundary treatments shall be installed in accordance with the approved details prior to the new bridge becoming operational.

Reason: To protect the privacy of neighbouring residential properties.

05. Details of a screen enclosure measuring 1.8 metres located to the outer side of the stairs and landings leading up to the lifts shall be submitted to and approved in writing prior to the commencement of construction works on site. The enclosure shall be installed in accordance with the details approved prior to the new bridge becoming operational.

Reason: To protect the privacy of neighbouring residential properties.

06. Before any work on the site is begun, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

07. Before any work on the site is begun, a detailed plan which shows the location and details of a method of tree protection to comply with BS 5837 2005, Trees in Relation to Construction, shall be submitted to and approved in writing by the planning authority. The approved protection shall be in place prior to the commencement of any work on the site and shall be retained in place until completion of the development.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

08. The landscaping proposals to the western side of the site required by condition number 6 shall incorporate the following:

(a) A mixed hedge comprising 75 % beech and 25% hawthorn planted along the boundary with the gardens to Churchill Drive. It shall be a double staggered row of hedging plants of a minimum of 60mm height at planting, planted in a trench a minimum of 400 mm depth and 550 mm width and refilled with imported topsoil at 225 mm centres. All plants, planting and topsoil should comply with the relevant British Standard.

(b) Trees should be planted along the length of land where the existing trees are to be removed at a minimum of Standard with a stem girth of 12-14cm STD. There should be one tree planted adjacent to each of the adjoining residential properties and species should be Sorbus aucuparia alternated with Ilex aquifolium. Plants, planting and topsoil should comply with the relevant British Standard.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

09. The landscaping proposals to the eastern side of the site required by condition number 6 shall incorporate the following:
- (a) A woven willow fence shall be planted along the western boundary of the hospital to the same design as is currently located on the southern boundary of the hospital.
 - (b) The existing woven fence shall be repaired to the satisfaction of the Planning Authority.
 - (c) No less than 5 specimen trees, no smaller than Extra Heavy Standard and no less than 30 specimen shrubs shall be planted on the hospital side of the new woven fence.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

10. Before any work begins on site, a detailed remediation strategy in respect of non-native invasive species (i.e. Japanese Knotweed) shall be submitted for the written approval of the Planning Authority and shall be implemented as approved before any construction begins on site.

Reason: To protect the natural heritage of the area.

REASON(S) FOR GRANTING THIS APPLICATION

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

ADVISORY NOTES TO APPLICANT

01. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
02. The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build, or maintain, this approved development. Such consent should be obtained prior to the commencement of works on site.
03. The applicant is advised to contact SEPA prior to the treatment and removal of Japanese Knotweed material or associated contaminated soil.

for Executive Director of Development and Regeneration Services

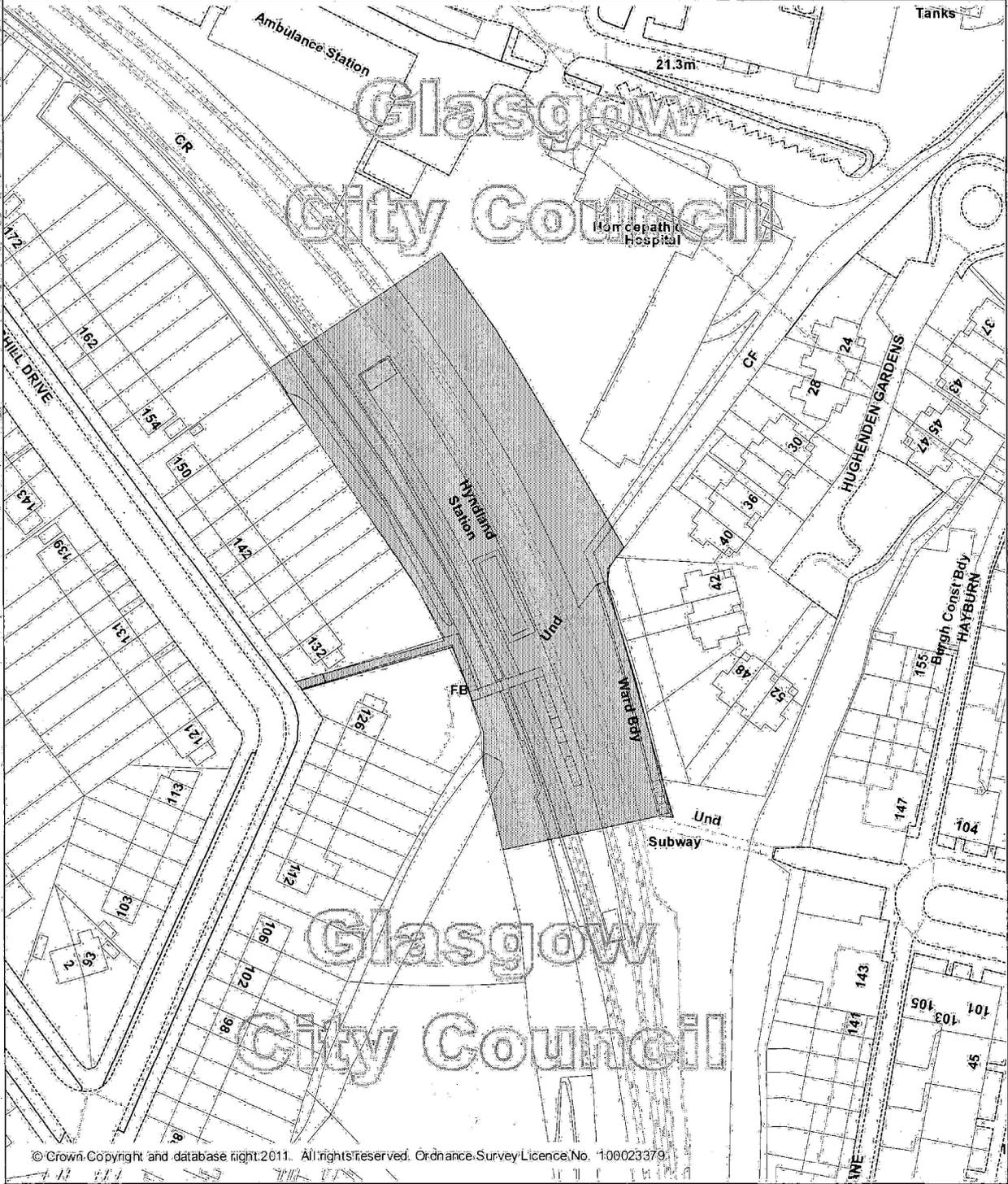
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 <p>Glasgow City Council Development and Regeneration Development Management 229 George Street Glasgow G1 1 QU Executive Director: Gerry Gormal</p>	<p>Reference No. 11/01673/DC</p> <p>Address: Hyndland Railway Station Churchill Drive</p>
<p>Scale: 1:1250</p>	<p>Indicative Site Location</p> <p>Ward: MW</p> 



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 Location of Site
 (For details, refer to Report)