

## **Planning Application P/20/0502**

# Representation by Jackton and Thorntonhall Community Council (JTCC)

May 2020

The application relates to part of a group of sites designated EK11/001, EK 11/002, EK11/003 and EK11/007 in the emerging Local Development Plan (LDP2). For brevity's sake we refer to these as 'the Peel Road sites' in this representation.

Representatives of JTCC have already had meetings and discussions with the planning department of South Lanarkshire Council (SLC) regarding the Peel Road sites and confirm our desire to continue to work with SLC as the LDP2 evolves. The Reporter's Unit is still to formally conclude its examination of LDP2 which process will determine which sites are to be allocated. It is unclear when the Reporter's conclusions and recommendations will be published. In the interim and to assist the process, we have set out below a number of observations on the planning application and would welcome the opportunity of elaborating on them should that be of assistance to SLC.

### **1/ Application is premature**

Given that the LDP2 is still to be considered by the Reporter's Unit we consider the application to be premature and as such should not be determined until after the Reporter's conclusions are known. The Peel Road sites are currently classified as green belt and thus the application is contrary to the adopted LDP.

### **2/ Masterplan**

The LDP2 sets out a number of key requirements which are to be incorporated as part of any design should the site be allocated. These requirements included a masterplan. We note that only part of the Peel Road sites has been included and therefore the requirement to Masterplan the whole site has not been met. As far as we can tell the scope of the masterplan has not been agreed with SLC.

### **3/ Traffic Statement**

The Transport Statement (TS) that forms part of the application is an updated version of a previous TS that was produced in 2017. The TS only considers the 4-arm roundabout that is proposed to access the Peel Road sites. It does not consider any other junction and nor does it consider other committed developments. We consider this approach to be flawed for a number of reasons. Since 2017 a number of other developments have been approved/commenced construction that will impact traffic flows on Peel Road. These include the developments at:

- a) Barbana Road,
- b) off Redwood Crescent and
- c) various off the B764 Eaglesham Road.

The residents have noticed an increase in traffic on Peel Road and this position will only worsen as these developments are completed and occupied. We recall from our meeting with SLC discussing the issue of increased traffic and that it was acknowledged that should the Peel Road sites be allocated then other junctions in the vicinity would need to be considered to ensure the impact of the development could be assessed accurately and mitigation measures identified. In particular, the junctions at Peel Road/A727, Barmana Road/Braehead Road, Peel Road/ Thornton Road, the existing roundabouts on Peel Road and Peel Road/B764 should be taken into account. We believe a properly scoped Traffic Impact Assessment needs to be carried out and that the application cannot be properly assessed and is therefore incomplete without one.

We note that an additional 55/62 north bound trips are generated in the AM/PM peak periods. This is significant given the extent of queues that already form at the Peel Road/A727 junction at peak times.

The location of the proposed access roundabout is in close proximity to a sharp bend on Peel Road. We suggest a safety audit is required to ensure the roundabout can operate safely and as planned.

#### **4/ Scottish Natural Heritage (SNH)**

Scottish National Heritage has also commented specifically on the Peel Rd. sites *“Around Thorntonhall and in adjoining areas of East Renfrewshire the massing, materials and strong urban form of recent development highlight the potential for further erosion of and change to the strong rural landscape character through further development. In our view, the site at Peel Road East would require further consideration to be given to landscape capacity, siting, design and mitigation measures to ensure the landscape setting and strong rural character of the approach to Thorntonhall along Peel Road from the north east is not eroded.” (MIR Consultation responses No 354).”*

The proposed layout has flatted dwellings along the Peel Road frontage. This is at odds with the comments of SNH who do not want to see the rural character of the approach to Thorntonhall eroded. The residents agree with SNH and feel strongly that should any development proceed there needs to be a robust landscape buffer on either side of Peel Road and as many of the mature trees kept as possible.

#### **5/ Density**

JTCC do acknowledge that save for the flats the development is of relatively low density which is in keeping with the surrounding area although higher than average for the settlement as a whole.

#### **6/ Settlement edge**

It is noted that the LDP2 required a strong settlement edge to the north. Whereas JTCC are encouraged that the design seeks to achieve this we think, having regard to the comments from SNH that more can be done. Ideally any development will be completely hidden from the A727 which would enhance the rural setting