

RENFREWSHIRE COUNCIL

Application No: 17/0394/PP

DEVELOPMENT AND HOUSING SERVICES
RECOMMENDATION ON PLANNING APPLICATION

Regd: 26/05/2017

Applicant

Agent

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Nature of proposals:

Use of land within the Core Development Area for residential development (in principle).

Site:

Royal Ordnance, Station Road, Bishopton, PA7 5NJ

Application for:

Planning Permission in Principle

Introduction

This application was the subject of a Pre-Determination Hearing in line with the requirements set out in Section 38A of the Planning etc. (Scotland) Act 2006 and the related Development Management Regulations.

Section 14(2) of the Planning etc (Scotland) Act 2006 requires that where an application has been the subject of a Pre Determination Hearing under Section 38A, then the application must thereafter be referred to the Full Council for determination.

The Pre Determination Hearing took place at the Communities, Housing and Planning Policy Board on 16th January 2018.

The issues raised at the Pre Determination Hearing and through objection have been summarised in this report under the section 'Objections/Representations' and 'Pre-Determination Hearing' and have been fully considered in the assessment of the application.

Description

Planning permission in principle is sought for the redevelopment of land (previously identified for industrial purposes) for housing. The site area extends to some 37 hectares of development land with an indicative capacity for some 1000 housing units (and a further 6 hectares of strategic landscape corridors).

The site lies to the south and west of, and forms part of, the Core Development Area which is the central/east portion of the former Royal Ordnance Factory (ROF) site in Bishopton. The Core Development Area is the part of the site on which most physical development is to be concentrated and which has been the subject of previous approvals for various development land uses. The area surrounding the Core Development Area comprises the proposed Community Woodland Park. BAe Systems Environmental Test Facility is located to the south and east of the site.

Outline planning permission (06/0602/PP) was granted subject to a Section 75 Agreement for the formation of a mixed use Community Growth Area in 2009. The outline consent was for the erection of a residential development of 2500 units; 150,000m² of commercial/employment related floorspace; a community woodland park; recreation and open space areas; community facilities; local services and retail and educational provision; infrastructure works; Northern and Southern Access Roads; improvements to station approach and park and ride facilities and the construction of a motorway junction off the M8.

Considerable progress has been made including the implementation of very significant elements of advance infrastructure including the northern and southern access roads (the latter including a rail bridge spanning the Glasgow - Gourock - Wemyss Bay rail line), the main internal distributor road linking the northern and southern access roads; residential access roads and services, structural landscaping, core paths and pedestrian links, upgrading of perimeter routes (Birch Road) and off-site junction improvements, strategic drainage infrastructure and SUDS ponds, landfill containment, park and ride facilities, and preparatory land engineering for the new motorway junction. Extensive earthworks and remediation activities, site levelling and platforming have also been concluded for much of the core development area to make the land suitable for the new uses and in anticipation of receiving new development. Detailed consent is already in place for some 1430 new private houses many of which are either occupied, nearing completion or under construction. By the end of 2016 some 569 houses were occupied representing a completion rate of approximately 200 units per annum. Two phases of affordable, social rented housing units are expected to commence on site in the near future.

History

06/0602/PP - Regeneration of the site to form a mixed use community growth area. Granted subject to conditions/Section 75 Agreement 10 August 2009.

06/1065/PP - Construction of a motorway junction. Granted subject to conditions 6 February, 2009.

09/0527/PP - Engineering operations comprising remediation and bulk earthworks. Granted subject to conditions 24/03/2010.

09/0456/PP - Construction of a landfill facility. Granted subject to conditions 24 March, 2010.

09/0796/PP - Construction of an access road (Northern Access Road. Granted subject to conditions 18 January, 2010.

11/0630/PP - Construction of an access road, including the formation of a railway bridge, and associated landscaping and SUDS pond (Southern Access Road). Granted subject to conditions 31 October, 2011.

There have been numerous subsequent applications to address detailed matters such as remediation activities, the provision of strategic infrastructure in the form of SUDS ponds, roads, landscaping, the realignment of the Cordite and Craigton Burns, and residential layouts.

16/0818/NO - Proposal of Application Notice relating to the use of land within the Core Development Area for residential development. Accepted 12 December, 2016.

16/0819/EO - Request for screening opinion as to the requirement for an Environmental Impact Assessment for the use of land within the Core Development Area for residential development. Determined that an EIA was not required. 6 January, 2017.

A further, separate application has been submitted for the expansion of the northern residential areas for approximately 350 units (and this was considered under reference 17/0393/PP and was approved subject to conditions/Section 75 Agreement at the Communities, Housing and Planning Policy Board on 16 January, 2018).

Policy & Material Considerations

National Planning Framework 3

Scottish Planning Policy

Scottish Planning Policy highlights the primacy of the Development Plan. The extant Development Plan is Clydeplan's Strategic Development Plan (2017) and the Adopted Renfrewshire Local Development Plan 2014 as detailed below with relevant policies identified.

Clydeplan's - Strategic Development Plan (2017)

The SDP is a material consideration and was approved, subject to modifications, by the Scottish Ministers on 24 July, 2017.

Policy 1: Placemaking

Policy 5: Strategic Economic Investment Locations

Policy 7: Joint Action Towards the Delivery of New Homes

Policy 8: Housing Land Requirement

Policy 16: Managing Flood Risk and Drainage

Policy 18: Strategic Walking and Cycling Network

Table 1: Placemaking Principles

Schedule 14: Strategic Scales of Development

Diagram 11: Assessment of Development Proposals

Adopted Renfrewshire Local Development Plan 2014

Policy E1: Renfrewshire's Economic Investment Locations

Policy P1: Renfrewshire's Places

Policy P2: Housing Land Supply

Policy P5: Community Growth Areas

Policy I5: Flooding and Drainage

Policy ENV2: Natural Heritage

New Development Supplementary Guidance

Delivering the Places Strategy: Places Development Criteria and Places Checklist

Delivering the Environment Strategy: Green Belt; Trees, Woodland and Forestry; Local Designations: Sites of Importance for Nature Conservation (SINCs)/Local Nature Reserves (LNR); and Scheduled Ancient Monuments & Archaeological Sites

Delivering the Infrastructure Strategy: Flooding and Drainage

Delivering the Economic Strategy

Material considerations

Renfrewshire's Places Residential Design Guide is non-statutory guidance and sets out the objectives of sustainable placemaking, design considerations and the process through which high quality designs can be achieved. In addition, Renfrewshire's Housing Land Supply Supplementary Guidance requires to be considered in addressing the Council's shortfall in housing land supply. The Renfrewshire Local Development Plan Main Issues Report 2017 sets out a framework for new and appropriate housing sites for meeting housing need and demand in Renfrewshire. In the context of Bishopton, the preferred option is a masterplan approach based on the overall provision of an additional 1500 new homes and associated supporting facilities within the boundary of the existing Community Growth Area.

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 considered against the policies and guidance set out above, the supporting information submitted, the comments of the consultees, any objections received and any other relevant material considerations.

Publicity

Neighbour notification has been carried out in accordance with statute. The application was also advertised in the Paisley and Renfrewshire Gazette, with a deadline for representations to be received of 5 July, 2017.

Objections/Representations

Three letters of representation have been received; from Dargavel Residents Association, from an individual, and from Bishopton Action Group. The first two are caveated to the effect that those elements of infrastructure and supporting amenities set out in the Section 75 Agreement should be implemented.

The substance of Bishopton Action Group's objection is that the current application and the proposed northern expansion (17/0393/PP) should not be treated as separate applications; that the applicant has not demonstrated the need for additional housing in Renfrewshire; a full Environmental Impact Assessment of the whole Community Growth Area (CGA) has not been provided; brownfield land

should be developed ahead of green belt land; reducing the employment area and increasing housing means that the CGA is not sustainable; and that the applicant has repeatedly requested postponement of fulfilling planning conditions and mitigation measures.

Consultations

Transport Scotland - No objection subject to conditions in respect of junction improvements, contributions to M8 capacity improvement, bus service delivery strategy, and a Travel Plan.

Director of Environment and Communities (Roads Traffic) - No objection subject to conditions in respect of the submission of a Travel Plan and the introduction of junction/traffic signalling.

Director of Environment and Communities (Design Services) - Comments provided on the FRA Addendum, Drainage Strategy Revisions Report and the SUDS Design and Maintenance Manual. These reports have not been finalised, and there are still technical matters outstanding with regard to flood routing and SUDS design. A condition is recommended to be attached to address these matters.

Director of Environment and Communities (Environmental Services) - No objection subject to conditions in respect of site investigation, remediation strategy and verification reporting to ensure that the land is suitable for the proposed use.

Glasgow Airport Safeguarding - No objection subject to conditions in respect of soft and water landscaping and bird hazard.

NATS Safeguarding - No objection. Further consultation was welcomed once more details on the proposed mix of buildings becomes available to ensure that large buildings do not degrade the performance of the technical infrastructure used to provide air traffic services.

Scottish Environmental Protection Agency - No objection subject to a condition in respect of the submission of a Surface Water Management Plan.

Scottish Water - No comment.

Scottish Natural Heritage - No objection subject to appropriate mitigation being carried out in respect of potential impacts on protected species.

Forestry Commission - No comment.

Health and Safety Executive - No consultation required as the site does not lie within the consultation distance of a major hazard or major accident hazard pipeline.

Health and Safety Executive (Explosives Inspectorate) - No comment.

Bishopton Community Council - No objection. It was commented that the increase in the overall number of houses should be addressed in a new section 75 Agreement which should ensure that school provision is increased proportionally, as should the community/resource centre facility. The Community Council comment that all original Section 75 Agreement items should be increased proportionally including development trust payments; and that the health centre provision/contribution should be brought forward and increased. It is also suggested that some land for industrial use should also be retained and that the proposed 're-zoned' land should be developed last for housing.

Strathclyde Partnership for Transport - No objection. SPT welcomes the recognition given to the commitments on the previous version of the Public Transport Strategy that any new bus service to Dargavel should not duplicate or abstract passengers from existing bus services and that the new bus service should be freestanding. SPT is broadly in agreement with the proposed bus service level but notes that no evening or Sunday provision is proposed and are of the view that it is required. It is commented that it is essential that the road layout is favourable for bus operations. SPT is disappointed to note that there is no further increase in park and ride or cycle parking capacity proposed at Bishopton Station to accommodate the increase in residential units. SPT would welcome further discussion as the project moves forward.

Pre-Determination Hearing

The applicant, BAe Systems, provided an overview of the proposal. The presentation outlined the future of Dargavel Village, referenced the original masterplan and planning permission, the land owner-led programme that supported Scottish Government targets for housing, the redevelopment of brownfield land in a sustainable location, community engagement and the high-profile collaborative programme to deliver a high quality and sustainable village community. Reference was also made to the provision of strategic off-site infrastructure, education and health facilities, affordable housing and retail, and community green spaces.

Representatives of Bishopton Community Council and Dargavel Residents Association set out their representations on the application during which reference was made to the historical background of the proposal, concerns were expressed regarding the increased number of houses, capacity of the new-

build school, the lack of engagement by Renfrewshire Community Health Partnership in respect of the health centre facility, the potential loss of employment/industrial areas, the lack of facilities for the elderly and infirm, the impact on parking and volume of traffic in Craigton Road resulting from the proposed retail development, drainage issues, and the loss of sports pitches and pavilion.

Summary of Main Issues

Environmental Statement - A request for a screening opinion determined that although the proposal would fall within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, it was not considered likely that the proposed works would have a significant environmental impact which would require an Environmental Impact Assessment be undertaken on the basis of no significant long term impacts on the environment having had regard to the characteristics of the development, the location of the development, and the characteristics of the potential impact.

Appropriate Assessment - N/A

Other Assessments

Design Statement and Access Statement - Assesses the context of the development and demonstrates how the design of development takes that context into account. It recognises local and national policy principles including placemaking. The design is proposed to create a strong urban edge to housing blocks; enhance the landscape framework along road and pedestrian corridors, create high quality useable open space, create permeability and connectivity through the new neighbourhoods, create a framework for new development, and provide high quality new homes in line with latest guidance on carbon reduction.

Planning Statement and Planning Obligation - Considers the need for comprehensive regeneration through a Masterplan approach, considers the key parameters for the development and a review of the original Masterplan, sets out the planning policy context, provides a planning justification in terms of housing and industrial/business land supply and sets out the applicants views of the key benefits and the planning obligation. The key revision to the Masterplan locates the proposed primary school and community facility more centrally within the core development area. Indicative phasing suggests that following completion of development originally consented within the core development area, the northern expansion land would follow with much of the re-zoned, former industrial land being developed in the later phases of the development. The applicant's justification relies on a focus on Community Growth Areas, strengthening the population base in Renfrewshire through a better choice of housing, effective use of planned physical infrastructure and services, priority being given to previously developed land and regeneration, through the creation of strong and sustainable communities, and, through access to a range of transport and travel networks.

The Planning Statement notes both national and local objectives to provide a generous supply of land for new housing and advances the potential contribution that the proposal site could make to achieving these effective land requirements. It emphasises the potential for ROF Bishopton, as a formerly developed brownfield site, to be developed in preference to other green field or green belt sites.

In addition to an opportunity to review the Masterplan, it is suggested that an opportunity exists to refresh the planning obligation so that it is more closely aligned with the Masterplan. The refreshed Section 75 offers a mechanism to assist with the delivery of affordable housing in Renfrewshire; to increase the size of the proposed primary school, locate it more centrally within the core development site and to integrate community facilities; to set out how and when facilities for recreation and play will be delivered with the focal point on Central Park (which is conceived as a general purpose, amenity based parkland containing footpaths, play areas and open grass for informal games and village events); improved bus services; health care facilities; M8 capacity improvements; the Community Woodland Park; and the Community Development Fund and the infrastructure for sporting facilities.

Surface Water Drainage and SUDS - Notes that the basis of the design of the SUDS ponds is addressed in the original SUDS Design and Maintenance Manual. It is commented that each SUDS pond has been sized to attenuate up to and including a 1 in 200 year storm event. Flow control devices

are in place at the outlet structure for each pond. This is to reduce the discharge flow rate from the ponds to a calculated greenfield runoff rate to mirror discharge rates previously seen prior to site development and manage the impact of development on the receiving watercourses. Although catchments have altered the discharge rates agreed with SEPA for each SUDS pond has been maintained.

Flood Risk Addendum - Identifies that the report has been prepared to supplement the original Flood Risk Assessment which outlined the flood protection measures for the whole site. These included increasing the capacity of the Craigton Burn which runs through the development and the provision of a flood compensation area along the Dargavel Burn. In combination, these flood alleviation proposals are considered to remove the flood risk from the proposed Bishopton development and manage the flood risk downstream of the site. The proposed additional development is assessed to have no impact on the general principles of flood and surface water management of the site established by the original site wide surface water management strategy which remains applicable. The additional housing plots in the north west will require SUDS ponds to be relocated and to be re-sized to ensure that the peak discharge rates from it remain as previously designed and approved.

The conversion of employment land along the western margin has limited effect on the development area of those plots but will increase the percentage of permeable surfacing through the provision of gardens in lieu of commercial car parks and hard standings. The peak surface water discharges from the SUDS ponds serving these sites will remain unaffected but it may be possible at the detailed design stage to effect modest reductions to the pond storage requirements to reflect the increase in surface permeability of the development proposals.

Transport Assessment - Provides the background and planning history of the site, sets out the local, regional and national policy framework, assesses the existing situation and considers transport measures to support the development, and considers the development land travel characteristics (for both the expansion land and the change from industry/business to residential).

It concludes that all existing and consented junctions will operate within capacity in the year of the completed development. Mitigation measures are proposed in the form of widening works to allow for a right turn flare lane on the A8 Greenock Road west arm; and modifications to signal phasing to allow for a better no-net-detriment solution at the A8 Greenock Road/Ferry Road/Rossland Crescent junction with the junction operating within practical capacity during both the AM and PM peak periods. The Transport Assessment notes that the proposed development will be designed to ensure that pedestrians and cyclists are afforded a high quality and well linked infrastructure in the form of a mix of shared surfaces, footways, shared pedestrian/cycle paths and dedicated routes.

In terms of public transport infrastructure, it is proposed to provide a bus service between Dargavel village and Bishopton Railway Station during peak periods and with Erskine Bridgewater Shopping Centre during the inter-peak. Multiple points of vehicular access are to be provided to the expansion land and to the phases of development associated with the land currently zoned for business/industry. A network of internal roads are to be provided which will link to the adjacent residential areas and the primary road network through Dargavel Village. A Travel Plan is also to be provided which will seek to encourage travel by walking, cycling, public transport and car sharing.

Public Transport Study - Considers public transport provision, the demand for public transport, and providing access by public transport. It recognises that the village of Bishopton has a limited network of local bus services and bus is the minority form of public transport. The mechanism proposed for the delivery of the new/improved bus services to serve the proposed development at Bishopton remains management and administration by SPT using Section 75 Agreement funding. It notes the frequency rate and travel times of the train service travelling through Bishopton, with rail providing the principal and fastest means of travelling to Paisley and Glasgow city centre.

Ecological Appraisal - Sets out the background and scope of the survey, identifies the survey and evaluation methodologies, sets out the desktop and field survey results, provides an evaluation and assessment and includes recommendations. It recognises that the site and wider BAe Systems' site ecology is monitored daily by Ecological Clerks of Works with regular up-dated protected species surveys; these under the terms of the extant consent for remediation and bulk earthworks and land

engineering activities. Recommendations include mitigation activity related to habitats, otter, badger, birds, bats and general activities to minimise potential impacts and disturbance.

Arboricultural Report - Considers the site and its surrounding, the tree population, impact of the proposed development and tree protection measures. It also sets out the structural landscape proposals and outline landscape proposals for Dargavel Road and the Craigton Burn.

It is not proposed to remove any trees but removal of dead branches and piles of materials near some of the trees is proposed. Trees to be planted will be predominantly locally native species. Long term management plans will be prepared for the retained trees. Tree protection measures are also considered and these would take the form of root protection areas, temporary protective fencing, ground protection, and ensuring that all utilities would be installed outside of the construction exclusion zone. All tree works would be undertaken outwith the bird nesting season.

Utilities Statement - Indicates that the increased unit numbers from the additional residential plots should not exceed the capacity available within the local electrical, gas, telecommunications, and potable water supply networks.

Ground Condition Report - Considers the environmental setting, the investigation works, assessment and reporting approaches and remediation works. The general approach continues that which has previously been implemented for the earlier parts of the site which involves sub-division into smaller-scale Land Quality Management Areas and treatment through site investigation, remediation method statements, remediation works and finally verification reporting.

Pre-Application Consultation Report - Outlines the process which has been undertaken and confirms that pre-application consultation set out by statute, including a public exhibition, was satisfied. Presentations were given to the Bishopton Community Liaison Group, and a public exhibition was held in Bishopton Community Centre with an attendance of 420 people. The questionnaire responses generally concluded that the majority of respondents were in favour of Dargavel village being a good location to meet the need for housing, the earlier delivery of a larger primary school, early access to areas of community woodland, a firm programme for the construction of the new motorway junction, and the new Masterplan for the village being positive. There was an equal split between those who thought the industrial zone was now appropriate and those who did not (i.e. 40% did, 40% did not and 20% did not know).

Scottish Ministers Direction - N/A

Environmental Assessment

The proposals contained within this application have been considered having regard to the requirements set out in the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, and in particular those relating to a multi-stage consent. A request for a screening opinion determined that although the proposal would fall within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, it was not considered likely that the proposed works would have a significant environmental impact which would require an Environmental Impact Assessment to be undertaken on the basis of no significant long term impacts on the environment having had regard to the characteristics of the development, the location of the development, and the characteristics of the potential impact. The substance of the proposals remains consistent with the matters assessed in the EIA submitted in support of the original outline permission and related detailed permissions. There are no changes which would materially affect the content or conclusions of the earlier EIA which is considered to have taken into account all potential environmental effects.

Planning Assessment

Scottish Planning Policy (SPP) sets out national planning policies which reflect Scottish Ministers' priorities for the operation of the planning system and for the development and use of land. SPP sets out two overarching policy principles namely a presumption in favour of development that contributes to sustainable development; and, placemaking which seeks the creation of high quality places.

SPP considers that the planning system should support economically, environmentally and socially sustainable places by enabling development that optimises the use of existing resource capacities such as infrastructure investment including transport, water and drainage, education facilities, etc. It also aims to guide development to land within or adjacent to settlements, considering the re-use or re-development of brownfield land before new development takes place on greenfield sites. The aim is to achieve the right development in the right place by promoting sustainable patterns of development appropriate to the area. The location chosen for this development is considered to accord with the aims of SPP.

In relation to placemaking, the applicant has submitted an indicative masterplan layout which demonstrates that residential development could be accommodated sensitively, as a complementary use of the site consistent with the wider surrounding area.

For proposals that do not accord with development plans, the primacy of the plan is maintained. The presumption in favour of development that contributes to sustainable development is a material consideration. The proposal subject of this application comprises a significant housing development on a brownfield site where services are and can be made available and a supporting infrastructure network exists. The proposal is therefore considered in principle to be sustainable development in terms of location.

SPP further states that Development Plans should identify a generous supply of land to meet the housing land requirement across all tenures, enabling the provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places.

The former ROF site at Bishopton is identified as a Community Growth Area (CGA). These are areas where there is an opportunity to create low carbon sustainable communities through a master planned and design led approach by incorporating a range of housing types, tenures and density, integrated green infrastructure, active travel links, renewable energy options and mixed uses. The direction of planned growth to CGA's is considered to be compliant with the policies and principles of the SPP as they constitute sustainable locations for development.

National Planning Framework 3 (NPF) states that much of the future development within the Glasgow and Clyde Valley Area will be focused on a number of CGA's within the city region. This statement is reflected in Clydeplan 2017 which indicates that CGA's remain an important component of the planned sustainable growth of the city region and form an integral part of the Spatial Development Strategy.

The vision set out in Clydeplan is centred on delivering a number of objectives including development being directed to sustainable brownfield locations, maximising the use of existing infrastructure and assets, integrating land use with sustainable transport networks, and, recycling previously developed land.

Clydeplan recognises the importance of the CGA's in providing a range of housing types, tenures and density, integrated infrastructure, active travel links, mixed uses including community infrastructure and local scale employment.

Clydeplan also identifies a Spatial Development Strategy setting out 22 Strategic Economic Investment Locations (SEILs), one of which is Bishopton. SEILs are selected as priority locations to promote the Scottish Government's key economic sectors and Scottish Enterprise's locational priorities and are in sustainable locations. Policy 5 indicates that local authorities should safeguard and promote investment in the SEILs. In this case both Renfrewshire Council and the applicant has promoted the site as a key economic investment location. Despite the applicant actively marketing the site through Dargavel Village Employment Strategy, there has been limited interest in delivering strategic economic or employment development within this area of the site.

Having regard to Clydeplan Schedule 14, the proposals are assessed to fall within the scale of development which is strategic in nature. Further assessment against Diagram 10 Box 1 confirms that the proposals are not compliant with the strategic development plan and require to be assessed against Box 2 as a strategic departure. The development proposed is considered to make a significant

contribution to sustainable development; making use of a significant area of brownfield land and with good fixed public transport linkages which enable modal shift to sustainable transport options. Assessing the proposals against the salient criteria in Box 2 it can be concluded that the proposals are an acceptable departure from the Strategic Development Plan (which do not undermine the vision, spatial development strategy or placemaking policy of Clydeplan) and should therefore then be subject to local development plan assessment.

The role of the Renfrewshire Local Development Plan is to facilitate investment within the right locations and policies that will deliver growth sustainably. The focus is on the development of previously used sites, concentrating on existing built-up areas and key development sites aiming to facilitate sustainable development. Policy E1, Renfrewshire's Economic Investment Locations, promotes and guides significant investment opportunities to Strategic Economic Investment Locations.

The proposed development seeks to alter the terms of the original masterplan by promoting residential development in the south west quadrant of the site which was previously designated as land to be developed for industrial and business uses. Under the terms of the proposed amendment to the masterplan, the urban form would be extended southwards and westwards, whilst still remaining within the parameters of the originally defined core development area, but dedicated to residential use rather than industrial/business activities.

Renfrewshire Council's Industrial and Business Land Supply 2017, confirms that Renfrewshire currently has 180 hectares of available industrial land, with a current take up of just over 5 hectares per annum, with supply significantly exceeding demand across Renfrewshire.

Re-designation of this land to residential will be off-set by the emergence of the land recently acquired at Netherton Farm as part of the Glasgow Airport Investment Area. Renfrewshire's economic strategy is to focus strategic scale business and industrial investment to development opportunities around Glasgow Airport and Hillington Business Park.

Overall, the loss of the site from the Renfrewshire's industrial land supply is considered acceptable in principle, subject to consideration of the proposal against other relevant policies and guidance set out in the Renfrewshire Local Development Plan.

The Places Section of the Renfrewshire Local Development Plan aims to support sustainable mixed communities concentrated in existing built up areas with a focus on available brownfield land to meet the majority of the housing land requirements. In particular, the Renfrewshire Local Development Plan emphasises the continued delivery of Renfrewshire's Community Growth Areas at Bishopton and Johnstone South West.

Policy P1 and the New Development Supplementary Guidance, Places Development Criteria, set out a number of criteria which new residential developments are required to meet. It considers that development proposals require to ensure that the layout, built form, design and materials of all new developments will be of a high quality. In addition, density will require to be in keeping with the density of surrounding areas, surrounding land uses should not have an adverse effect on the proposed residential development and development proposals should create attractive and well connected street networks which will facilitate movement.

As the application is in principle only at this stage, assessing the development in terms of these criteria is not possible. However, the requirement for the developer to prepare and submit for approval a Design Code would provide the appropriate mechanism for these matters to be safeguarded by condition. The other parts of the development current being progressed have been addressed in a similar manner. An appropriate design can be ensured through the submission of an approval of matters specified in condition (AMSC) application.

With regard to layout, the applicant has provided a revised masterplan for the site, which identifies the proposed road network, open space provision, SuDS arrangements and strategic landscaping, building heights and densities; and a centrally-located site for the provision of a primary school, and commercial opportunities, all of which are considered appropriate for the location. The appropriateness of those detailed matters can be determined through the assessment of any subsequent AMSC applications.

The Renfrewshire Local Development Plan identified land across the Renfrewshire area to meet the housing land requirements with the focus on brownfield land to meet the majority of the housing land requirements. Bishopton CGA is recognised as providing a sustainable site which has the potential to deliver on many of the future priorities for Renfrewshire, including housing land supply.

Policy P2 considers housing land supply and advises that planning permission will be granted for residential development where it is in accordance with detailed guidance and does not undermine the spatial strategy of the plan.

A material consideration in the determination of this application is the Renfrewshire Local Development Plan Housing Land Supply Supplementary Guidance 2015 which identifies a shortfall of private sector housing units over the LDP period. In addressing the Housing Land Supply deficit, Scottish Planning Policy states that housing land requirements to meet the housing need and demand can be met from a number of sources, including windfall development. The current application demonstrates such a site, as brownfield land is considered to be in accordance with Policy P2 and the Council's Housing Land Supply Supplementary Guidance 2015.

The Renfrewshire Local Development Plan Main Issues Report (2017)' notes that "...the Council will continue to investigate new opportunities to increase the Housing Land Supply including the potential for an additional 1500 homes at Bishopton Community Growth Area..." The report states that increasing the supply of new homes at the Bishopton CGA would allow a sustainable approach to future housing growth in Renfrewshire. The preferred option in the report is for the provision of additional homes, and associated supporting facilities and services, within the boundary of the CGA which is guided by a revised masterplan.

Bishopton CGA, as formerly developed 'brownfield' land, has the potential to relieve pressure on other sites within Renfrewshire and in particular those within the green belt, those in less sustainable locations without good public transport links, and those which require substantial new infrastructure which is not otherwise being provided. Development for residential purposes would therefore contribute to meeting Renfrewshire's housing need and demand at a sustainable location, whilst also reducing the need to identify sites within the greenbelt.

Policy P5 within the LDP states that the Council will support and encourage development within CGA's where it supports the principles set out in the approved masterplan for the site. The approved masterplan for the ROF provides an overarching framework to guide development of the site, and seeks to create a sense of place and a strong movement framework by focusing on routes and links and environmentally sustainable design.

Bishopton has been identified as a sustainable location for a CGA given its proximity to a public transport link which provides good connectivity with Glasgow City Centre and the wider city region, and the fact that development will take place on a brownfield site. There is clear support in principle at national (NPF and SPP), regional (Clydeplan) and local (LDP) level for the continued direction of planned growth, including new residential development, towards CGA's.

With regard to the applicant's Transport Assessment and proposed internal and external network enhancements, the Director of Environment and Communities (Roads) has raised no objections to the proposals subject to delivery of the required pedestrian and additional cycle linkages, roads infrastructure, travel plans and junction improvements, commensurate with and consistent with Policy I1.

Strategic landscaping and open space provision has been incorporated into the applicant's overall masterplan for the site and includes a central park (formed around the Cordite Burn and linked semi-circular SuDs ponds) and children's play areas with pedestrian/active travel linkages to the Community Woodland Park to the south and west. In terms of natural heritage and protection of the natural environment and bio-diversity (Policy ENV2), the applicant has satisfactorily addressed and considered these elements variously within the Arboricultural Assessment and the Preliminary Ecological Appraisal. These, combined with the demonstrated commitment to continue to implement the processes already successfully embodied within the Ecological Design and Management Plan

arrangements which have been implemented over the remainder of the CGA site are considered to fulfil the ecological policy requirements of the LDP subject to the imposition of safeguarding conditions.

Policy I5, and the Flooding and Drainage advice contained within the SG, set out a series of criteria which require to be considered. These generally require minimum standards to reduce the risk of flooding in new developments and to ensure that the risk of flooding is fully considered in the assessment of new development proposals. The applicant has, through the submission of a Drainage Strategy and Flood Risk Assessment (FRA), demonstrated that the buildings and persons occupying the developed site would not be put at risk from flooding. The Director of Environment and Communities (Design Services) is satisfied that an appropriate condition can be imposed to ensure the development is delivered in accordance with the applicant's supporting documentation. SEPA have also offered no objection in this regard subject to the inclusion of a safeguarding condition requiring the preparation of a surface water management plan prior to works commencing.

In terms of ground contamination, the Director of Environment and Communities (Environmental Services) is satisfied that conditions could be imposed on any consent given requiring the submission of a site investigation, including remediation measures and a verification report (prior to the commencement of use of the site for residential development and subsequent occupation of any dwelling) to ensure the site is suitable to accommodate development of the nature proposed. (Although it is recognised that previous consents have sought to address these matters, the criteria would require to be more stringent for the proposed residential use than the previously approved business/industry end-use. Former commercial plot E1 has been investigated, remediated and verified to commercial standard and further work would require to be undertaken to make it suitable for residential use.) These processes, already carried out in other residential phases of the CGA through a Land Quality Management Area (LQMA) appraisal and treatment regime have and continue to be successfully addressed through sequential submissions of site investigation, remediation method statement and verification reports.

In relation to air quality and noise, a number of best practice measures require to be implemented on site during earthworks and construction of the development, to the satisfaction of the Director of Environment and Communities (Environmental Services). These will mirror the best practice measures already employed on other aspects of the CGA development including dust management and the continuation of the 'remediation buffer zones extension areas' whereby a fully remediated buffer will be maintained for each plot to ensure no remediation works take place within 130 metres of occupied residential properties.

As the site was formally covered by the explosives licensing regime, it has been necessary to consult with the Health and Safety Executive on the current proposals, although the operations covered ceased with the operation of the previous use. The continuation of the BAe Environmental Test Facility and the surrender/revocation of former explosives licences does not preclude the use of the land for residential use in lieu of industry/business. The Health and Safety Executive has confirmed that it does not advise against the current proposals.

With regard to traffic issues, both Transport Scotland and The Director of Environment and Communities (Head of Roads - Traffic) have not objected to the application. Transport Scotland have requested conditions in respect of timings and upgrades to junction 29 on the M8 and I am satisfied that the conditions can be applied in this instance. M8 capacity improvement and bus service contributions will be controlled through conditions and revisions to the Section 75 agreement which also includes contributions to local road network upgrades. Both consultation responses have also made reference to the requirement for a Travel Plan. A condition can therefore be attached to this effect. Overall I am satisfied that the local and trunk road network has capacity to serve the proposed development, subject to the imposition of conditions described above.

The consultation response from Strathclyde Partnership for Transport is noted. It is accepted that revision of the recommendations within the Public Transport Study is sought. However it is considered that provision of a bus service delivery strategy, with associated financial contributions, is most appropriately addressed through an update to the Section 75 agreement.

With regard to the comments from the Director of Environment and Communities, it is acknowledged that amendments to the Flood Risk Addendum, Drainage Strategy and SUDS Design and Maintenance Manual are required. It should be noted that the Core Development Area within the ROF site benefits from a flooding and drainage strategy approved as part of the original 2006 application. It is not considered that flooding and drainage matters render the principle of residential development within the former business/industry land unacceptable. However the original strategies will require revision to take into consideration residential development on an area which was originally designated for different land uses albeit that residential development, incorporating gardens, could reduce the amount of impermeable surface areas. It is considered that these matters can be addressed via condition.

The requirements from the Scottish Environment Protection Agency for a Surface Water Management Plan are noted, and these documents will be requested through the imposition of a safeguarding condition. Site wide ecological issues are addressed in the Preliminary Ecological Appraisal which also makes various recommendations regarding further ecological survey, licensing and mitigation work. It is considered that a condition should be attached which requires development on the site to accord with these recommendations. This condition is also considered to address the points raised in the consultation response for Scottish Natural Heritage.

Glasgow Airport Safeguarding have requested submission of soft and water landscaping details to ensure compliance with safeguarding criteria. The Design and Access statement advises that a new landscape strategy will be developed. It is considered that details of the strategy should be submitted via condition, to be approved in consultation with Glasgow Airport Safeguarding.

In addressing the points raised by the representees and the community council at the pre-determination hearing, it should be noted that the LDP zoning would not preclude the re-introduction of industrial/business type uses on the 're-designated' land should such a demand emerge in the future. Both the Council and the applicant will support economic development in the right locations.

In terms of car parking for the individual phases of housing, a revised Design Code would also be required to guide the detailed submissions which would emerge over time. It is recommended that this should be based on the higher standards set out in the National Roads Development Guide which have now been adopted by the Council rather than those previously prevailing in the Guidelines for Development Roads.

With regard to education provision the applicants have agreed to the enhancement of the primary school provision, as well as reviewing all other educational requirements, the details of which will require to be negotiated and enshrined within a new Section 75 Agreement.

In terms of affordable housing, the applicants have also committed to make provision for an element of self-build housing and the detail of this will also require to be negotiated and secured through the Section 75 process.

In view of the above assessment, I am satisfied that the principle of additional residential development within the core development area of the Bishopton CGA, in lieu of business and industrial floorspace, is acceptable as it represents an acceptable departure from national, regional and local policy whilst continuing to direct growth to the most sustainable locations. This would also contribute towards meeting Renfrewshire's housing land requirement in a way which is sustainable. The changes to the masterplan are also considered to be acceptable with regard to ensuring that an appropriate 'gateway' to the core development area is created, which interfaces with the adjacent residential development particularly on the northern side of Barangarry Road, and would integrate successfully with the surrounding countryside in the form of the proposed Community Woodland Park.

Consideration thereafter must be given to associated supporting facilities and services which are required to support an additional 1000 residential properties within the CGA. It is noted that the original 2006 application was approved subject to a Section 75 agreement which covers developer obligations in respect of affordable housing, education and community facilities, roads infrastructure, public transport, health provision, place of worship, employment land, sports, recreation and play facilities, and the community woodland park. Some of these obligations have already been met and others require to be re-appraised. For example, within the context of affordable housing, the applicant has

indicated a willingness to make provision for alternative delivery models such as self-build housing. However it is clear that certain aspects of the agreement will need to be revised to take into consideration the additional residential properties proposed within the land to be re-designated for residential purposes and to ensure that matters such as education provision are adequate to address the increased number of residential units. It is therefore recommended that the application is only approved subject to the satisfactory conclusion of a revised Section 75 agreement.

Recommendation and Reasons for Decision

The proposal has been assessed against the relevant policies in the Development Plan and the relevant material considerations. The above assessment has concluded that while the development does not accord with Development Plan policy, it has been demonstrated that the proposed use can be accommodated at this location, subject to conditions, without undermining the vision, aims and objectives of the strategic and local components of the development plan and without significant detrimental impacts. It is also acknowledged that the proposed development will result in the re-use of previously used land, or land which was contaminated and requires remediation. The residential use would also result in an enhancement in the visual amenity of the site by offering the significant potential for an attractive gateway into the southern portion of the ROF development site and complementing the housing areas immediately to the north. The provision of housing at this location would contribute to Renfrewshire's Housing Land supply at a sustainable location with good fixed public transport links (railway station) and connections to the wider local and strategic road network.

It is therefore recommended that the members be disposed to grant planning permission in principle subject to the successful conclusion of a Section 75 legal obligation including securing the provision of a financial contribution in mitigation for education impacts directly arising from the development; affordable/self-build housing units and roads infrastructure, public transport, health provision, sports recreation and play facilities, and community woodland park.

RECOMMENDATION

GRANT subject to a Section 75 Agreement

Other Action

- 1 A Section 75 Agreement requires to be concluded to secure financial contributions or delivery mechanisms in relation to affordable housing, education and community facilities, roads infrastructure, public transport, health provision, community safety, renewable energy, sports, recreation and play facilities, and community woodland park.

Conditions and Reasons

- 1 **Reason for Decision**
The proposal does not fully accord with the provisions of the Development Plan but other material considerations were considered to carry sufficient weight to justify the grant of planning permission.
- 2 Prior to any demolition, clearance, enabling, building or other works commencing on site, the following documents shall be submitted to, and approved in writing by, the Planning Authority. The proposed content of each document shall be approved in writing with the Planning Authority, and thereafter all works shall be undertaken in accordance with the approved documents;
 - (a) Water Management Plan (including impact of remediation);
 - (b) Logistics Management Plan;
 - (c) Materials Handling and Storage Plan;
 - (d) Site Clearance Method Statement;
 - (e) Building Decontamination Method Statement;
 - (f) Asbestos Monitoring Plan;

- (g) Detailed Verification Plan;
- (h) Detailed Monitoring Plan; and
- (i) Remediation & Construction Traffic Management Plan.

Reason: To ensure that all appropriate detailed documentation is provided to, and approved by, the Planning Authority.

- 3 That prior to the commencement of works on site, a plan sub-dividing the site into defined Land Quality Management Areas (LQMA's), for the purposes of land contamination assessment and remediation, shall be issued for the written approval of the Planning Authority. Thereafter all works shall be undertaken in accordance with the approved plan.

Reason: To ensure the appropriate sub-division of a) the entire site and b) the proposed phases of investigation, remediation and verification into manageable sub-areas to allow clear management of land quality issues and allow future sign off of related conditions in a staged manner.

- 4 That prior to any remediation and earthworks commencing within a specific LQMA as defined by condition 3, the applicant shall provide a revised Interpretive Report for that specified area to the satisfaction of the Planning Authority in relation to proposed land use. This shall include the interpretation of factual data; justification of the interpretations provided; the revision of detailed risk assessment processes and a revised Conceptual Site Model(s) with regards to all relevant receptors, for the written approval of the Planning Authority in consultation with SEPA.

Reason: To ensure that the factual data is suitably interpreted and assessed to ensure that potential risks to future users and the wider environment are appropriately considered.

- 5 Prior to commencement of remediation and earthworks within each specific LQMA as defined by Condition 3, a Remedial Strategy and Implementation Plan which incorporates details of the various remediation and earthworks activities within that specific area shall be submitted to, and approved in writing by, the Planning Authority.

Each Remedial Strategy and Implementation Plan shall include details of earthworks to be completed; remedial techniques to be employed; the locations where those techniques will be used; the types of contaminant(s) and materials handled; estimated areas and volumes of contaminated material to be remediated/relocated; items of plant and equipment to be used; monitoring of emissions and control measures; and any required environmental authorisations. These strategies and plans thereafter agreed shall be implemented in the approved manner.

Reason: To ensure that an appropriate level of detail is provided on the type and location of remediation and earthwork activities within each phase of works; to demonstrate that the works will be completed in line with best practice at the time of each phase of works; and to minimise adverse environmental impacts.

- 6 That prior to the commencement of development within a specific LQMA as required by Condition 3, site Verification Reports for that area which confirm that the required remediation works for that area have been satisfactorily completed, shall be submitted to, and approved in writing by, the Planning Authority. In areas where no development is to occur, a Verification Report shall be submitted to, and approved in writing by, the Planning Authority within 3 months of completion of the remediation works.

Reason: To ensure that all appropriate steps have been taken in respect of remediation; that the required levels of remediation have been achieved in the interests of environmental and public safety; and to ensure that all remediation is properly validated and recorded.

- 7 The disposition of the land uses hereby approved shall accord with those demonstrated in approved plan 715/2504 Revision A titled 'Change of Use of Industrial Land to Housing Parameter Plan D'; the gross plot areas of the land use development areas shall not exceed those levels demonstrated in approved plan 715-2501 Revision A titled 'Change of Use of Industrial Land to Housing Parameter Plan A'; and, the maximum height of any building within the land use development areas shall not exceed the heights shown in approved plan 715/2505 Revision A titled 'Change of Use of Industrial Land to Housing Parameter Plan E'.

Reason: To define the permission.

- 8 That prior to the submission of an application for Approval of Matters Specified in Conditions for development within Plot H23, H24 and H25 as shown in approved drawing 715-2501 Revision A titled 'Change of Use of Industrial Land to Housing Parameter Plan A - Development Zones', the developer shall first submit a development brief (Design Code) for the area to be approved in writing by the Planning Authority. The development brief shall set out the design philosophy and planning parameters for the development plot, taking into consideration the site wide design strategies which apply to the Core Development Area as a whole.

Reason: In the interests of the proper planning of the site, and to establish a development framework.

- 9 That before development starts within each development plot, a revised Masterplan for the Bishopton CGA demonstrating the integration of the development hereby approved with the remainder of the former ROF site (and in particular the development approved under the terms of planning permission reference 06/0602/PP) shall be submitted for the written approval of the Planning Authority. Thereafter, following approval of the Masterplan, a written application and plans in respect of the following required Approval of Matters Specified in Conditions shall be submitted to, and approved in writing by, the Planning Authority:

1. a site layout plan at a scale of not less than 1:200 showing the position of all buildings, roads, footpaths, parking areas (distinguishing where appropriate between private and public spaces), play areas, open space, walls and fences and landscaping;
2. plans and elevations of each house and garage type, or other buildings, showing their dimensions and type and colour of external materials;
3. a landscaping plan at a scale of not less than 1:200 showing the location, species and ground spread of existing trees, shrubs and hedges (including details of those to be retained or removed) and proposed trees, shrubs and hedges;
4. details for management and maintenance of the areas identified in 3 above;
5. details of the phasing of the development;
6. details of existing and finished ground levels, and finished floor levels, in relation to a fixed datum, preferably ordnance datum;
7. details of the provision of drainage works;

8. details for the disposal of sewage.

Reason: To provide a Masterplan context for the subsequent consideration of detailed phases of development and to enable the Planning Authority to consider these phased aspects in detail.

- 10 That prior to the occupation of the 1,200th residential dwelling or the occupation of employment space in excess of 50,000 square metres, the proposed M8 junction at Bishopton (as generally set out in DBA drawing DBA/00014/100/100 rev C) shall be constructed and brought into use to the satisfaction of the Planning Authority in consultation with Transport Scotland Trunk Road Management Directorate.

Reason: To minimise interference with the safety and free flow of the traffic on the trunk road network.

- 11 That prior to the occupation of;

- The 651st residential unit, the proposed improvements at Junction 29 (St James Interchange) as shown on plan reference SCT/4191/L/J29/001 shall be implemented; and
- The 1000th residential unit, the proposed improvements at Junction 29 (St James Interchange) as shown on plan reference SCT/4191/L/J29/002 shall be implemented.

These improvements must be implemented to the satisfaction of the Planning Authority in consultation with Transport Scotland's Trunk Road Network Management Directorate.

Reason: To minimise interference with the safety and free flow of traffic on the trunk road.

- 12 No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted to, and approved in writing by, the Planning Authority after consultation with Transport Scotland, as the Trunk Roads Authority. In particular the Travel Plan shall identify measures to be implemented, the system of management, monitoring, review and reporting, and the duration of the plan. The measures identified in the plan shall thereafter be implemented in the approved manner, and shall be maintained as such for the duration that dwelling units on the site are occupied.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

- 13 That the agreed contribution framework for mitigation measures which improve the capacity on the M8 between Junction 26 Hillington and Junction 29a Bishopton, shall be fully implemented in the approved manner:
- Prior to the occupation of the 411th Residential Unit, the Landowner will pay the first M8 Capacity Improvements Contribution Instalment to the Council.
 - Prior to the occupation of the 902nd Residential Unit, the Landowner will pay the second M8 Capacity Improvements Contribution Instalment to the Council.
 - Prior to the occupation of the 1097th Residential Unit, the Landowner will pay the third M8 Capacity Improvements Contribution Instalment to the Council.
 - Prior to the occupation of the 1714th Residential Unit, the Landowner will pay the fourth M8 Capacity Improvements Contribution Instalment to the Council.

The Council shall pay each M8 Capacity Improvements Contribution to Transport Scotland for the sole purpose of assisting Transport Scotland to fund measures to manage traffic movements between Junctions 26 and 29 on the M8.

Reason: To minimise interference with the safety and free flow of the traffic on the trunk road.

- 14 That prior to the occupation of any Residential Unit, the Landowner will, in consultation with Strathclyde Partnership for Transport or its statutory successor, prepare and submit a bus service delivery strategy to the Planning Authority for written approval. Occupation of any Residential Unit shall not occur until the bus service delivery strategy has been approved by the Planning Authority.

The approved bus service delivery strategy shall be implemented by the Landowner, but may be varied in writing by agreement of the parties, both parties acting reasonably.

The Landowner shall pay the Bus Services Contribution to the Council on the dates specified in the bus service delivery strategy.

The Council shall pay the Bus Services Contribution into an interest bearing deposit account and shall thereafter only pay the Bus Services Contribution to Strathclyde Partnership for Transport or its statutory successor for the purposes of assisting in funding delivery of bus services to serve the Development.

In the event that the Bus Services Contribution has not been spent or committed in full by the date falling ten (10) years from the last date of payment by the Landowner to the Council of any part of the Bus Service Contribution, then the Council shall repay any unspent or uncommitted amount of the Bus Service Contribution to the Landowner, together with all interest which has accrued thereon.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

- 15 That prior to the commencement of development on site, a Surface Water Management Plan for the site shall be submitted to, and approved in writing by, the Planning Authority in consultation with SEPA's Regulatory Services. The recommendations within the Surface Water Management Plan shall thereafter be implemented on site to the satisfaction of the Planning Authority;

Reason: In the interests of safeguarding the water environment and ecology of the site.

- 16 That prior to the commencement of development on site, a revised Flood Risk Assessment Addendum to supplement the Flood Risk Assessment Addendum ref. 30119/2057/F (September 2017), the Drainage Strategy Revisions Report (September 2017) - Revisions to UMG Report Ref 185/0003/JT/JC/GR) and the SUDs Design & Maintenance Manual Rev G (September 2017), ref. 30119/2079 and to the site wide Flood Risk Assessment prepared by Upton McGougan, a Drainage Strategy Revisions Report to supplement the site wide drainage strategy prepared by Upton McGougan, reference 185.0003/JT/JC/GR, and an associated SUDs Design and Maintenance Manual shall be submitted to, and approved in writing by, the Planning Authority.

All subsequent applications for Approval of Matters Specified in Conditions related to development areas geographically covered by this application shall thereafter be designed in detail and maintained in accordance with the content, requirements and recommendations of the approved Flood Risk Assessment Addendum, Drainage Strategy Revisions Report, and SUDs Design & Maintenance Manual to the satisfaction of the Planning Authority.

Reason: In the interests of amenity and to ensure that the development is carried out in accordance with the supporting information.

- 17 That all works on site shall be undertaken in accordance with the recommendations set out in Section 6.0 of the Preliminary Ecological Appraisal by 'Solum Environment' dated May 20th 2016, to the satisfaction of the Planning Authority.

Reason: In the interests of safeguarding the ecology of the site.

- 18 The consent hereby approved shall comprise a maximum of 1000 residential units.

Reason: To define the permission.

- 19 That prior to the commencement of development on site, a statement setting out the phased submission of soft and water landscaping details for all areas of the site including those defined as 'structural landscaping' as shown in approved plan 715/2504 Revision A titled 'Change of Use of Industrial Land to Housing Parameter Plan D' shall be submitted to, and approved in writing by, the Planning Authority. The scheme(s) of landscaping shall thereafter be submitted in accordance with the approved phasing details.

The landscaping scheme(s) shall include (a) details of any earth moulding and hard landscaping including paths, grass seeding and turfing; (b) a scheme of tree and shrub planting, incorporating details of the number, species, spacing and size of trees and shrubs to be planted; and (c) drainage details including SUDS and areas of open water. The scheme must comply 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 (SUDS)', and must be submitted to, and approved in writing by, the Planning Authority in consultation with Glasgow Airport Safeguarding. The scheme shall thereafter be implemented on site as approved.

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to, and approved in writing by, the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: In the interests of amenity, and 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.

- 20 That prior to the commencement of development on site full details of the improvements to the traffic signal junction at Ferry Road/Greenock Road, Bishopton shall be submitted for the written approval of the Planning Authority. The details thereafter agreed shall be fully implemented on site in the approved manner prior to the occupation of any residential unit hereby approved.

Reason: In the interests of pedestrian and traffic safety.

- 21 Any application for approval of matters specified in condition (AMSC), and in particular as set out in Conditions 2 and 9 above, shall be supported by an updated survey for legally protected species carried out within at least 18 months of the time of the application for AMSC. If changes in the use of the area by protected species are identified, an updated assessment of the impacts of the development on protected species must be completed and appropriate mitigation measures identified if required. If the implementation of the identified mitigation measures is not sufficient to avoid offences under protected species legislation, a licence will be required from Scottish Natural Heritage before the work can proceed.

Reason: In the interests of safeguarding any legally protected species on the site.

- 22 Prior to the submission of any application for approval of matters specified in conditions (AMSC) an updated Ecological Design and Management Plan (EDMP) shall be submitted for the written approval of the Planning Authority. The updated EDMP shall reflect changes in legislation, best practice for surveying and mitigation, current licence arrangements, site roles and responsibilities and any other relevant changes. The EDMP thereafter approved shall be implemented in the agreed manner.

Reason: In the interests of protection of the ecology of the site.

- 23 Prior to the submission of any application for approval of matters specified in conditions (AMSC) an updated Badger Protection Plan (BPP) shall be submitted for the written approval of the Planning Authority. The updated BPP shall reflect changes in legislation, best practice for surveying and mitigation, current licence arrangements, site roles and responsibilities and any other relevant changes and shall form the basis to support any future licence applications. The BPP thereafter approved shall be implemented in the agreed manner.

Reason: In the interests of protection of the ecology of the site.

Fraser Carlin
Head of Planning and Housing

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 extension 7892.



SCALE: 1:2500 AT A1

DATE: 02/05/17

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associates | architecture
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planning
landscape
conservation

Dargavel Village Masterplan



Royal Ordnance, Station Road, Bishopton



User: ptcameronr1

Date: 21/02/2018



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