

RENFREWSHIRE COUNCIL

SUMMARY OF APPLICATIONS TO BE CONSIDERED BY THE PLANNING & PROPERTY POLICY BOARD ON 14/03/2017

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
16/0669/PP Ward 10: Bishopton, BoW, Langbank	CALA Homes (West) Ltd	Golf course, Old Ranfurly Golf Club, Ranfurly Place, Bridge of Weir, PA11 3DE	Erection of 8 detached dwelling houses and 14 flats with associated roads, parking and landscaping.	A1
RECOMMENDATION:	GRANT subject to conditions			
16/0901/PP Ward 7: Johnstone S, Elderslie & Howwood	BDW Trading Limited	Site 30 metres South of Nos 2 to 28, Abbey Road, Elderslie, Johnstone	Approval of matters specified in conditions 2, 4, 6, 7, 8, 9 and 10 of planning permission in principle 15/0470/PP (Erection of residential development with associated access, infrastructure and landscaping).	A2
RECOMMENDATION:	GRANT subject to conditions			
17/0025/PP Ward 10: Bishopton, BoW, Langbank	BAE Systems	Royal Ordnance, Station Road, Bishopton, PA7 5NJ	Variation of Condition 11 (Implementation of mitigation measures at Junction 29 (St James Interchange)) and Condition 12 (Construction of proposed M8 junction at Bishopton) of planning permission 12/0584/PP.	A3
RECOMMENDATION:	GRANT subject to a Section 75 Agreement			
16/0905/PP Ward 4: Paisley North West	AS Homes (Scotland) Ltd	Football Ground, St Mirren Football Club, Love Street, Paisley, PA3 2EA	Approval of matters specified in Conditions 2, 3, 4, 5, 8, 11 and 12 of planning permission 16/0644/PP. (Regulation 11 renewal application of 13/0431/PP, for residential development of 132 dwellings with associated car parking, landscaping and vehicular and pedestrian access).	A4
RECOMMENDATION:	GRANT subject to conditions			

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
16/0878/PP	Hammerson plc	Land to South of Abbotsinch Retail Park, Washington Road, Paisley	Erection of non-food retail warehouse with associated car parking and servicing (Amendment to Planning Consent 16/0355/PP to include a free-standing building, amended floorspace layout and alterations to external parking and servicing layout)	A5
Ward 2: Renfrew South & Gallowhill				
RECOMMENDATION:	Disposed to grant			
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Total Number of Applications to be considered =		5		

Planning Application: Report of Handling

Application No. 16/0669/PP



Renfrewshire
Council

KEY INFORMATION

Ward

10 Bishopton, Bridge of Weir & Langbank

Applicant

Cala Homes (West) Ltd
Cairnlee House
Callendar Business Park
Callendar Road
Falkirk
FK1 1XE

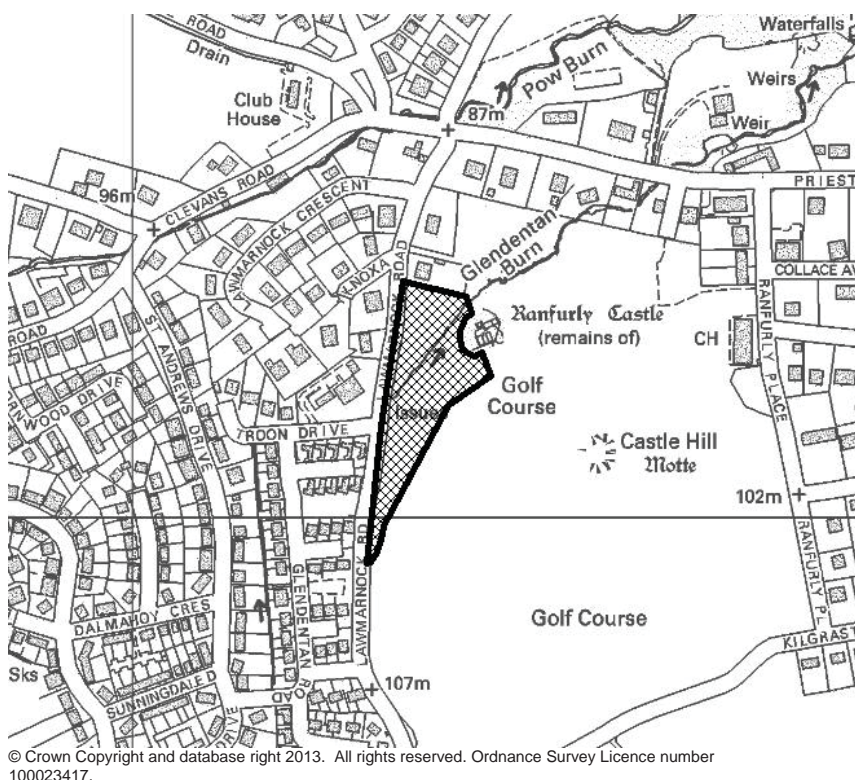
Registered: 20/09/2016

Report by Director of Development and Housing Services

PROPOSAL: ERECTION OF 8 DETACHED DWELLING HOUSES AND 14 FLATS WITH ASSOCIATED ROADS, PARKING AND LANDSCAPING

LOCATION: GOLF COURSE, OLD RANFURLY GOLF CLUB, RANFURLY PLACE, BRIDGE OF WEIR, PA11 3DE

APPLICATION FOR: FULL PLANNING PERMISSION



RECOMMENDATION

Grant subject to conditions.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals accord with the adopted Renfrewshire Local Development Plan and are consistent with the Policy P1 'Places' and Policy P3 'Additional Housing Sites' designation within which the site is included in Renfrewshire's Housing Land Supply.
- There have been one hundred and sixty three letters of objection relating to effect on historic character, traffic and access arrangements; privacy and overlooking; drainage and flooding; loss of green space; infrastructure capacity; impact on wildlife; and unit numbers. One letter of support has been received.
- The form, design, density and layout of the development are considered to be acceptable; and all major infrastructure requirements have been appropriately considered.

Description

The site comprises an elongated area of undulating and steeply sloping, open land, bisected by the Glendentan Burn, with the western portion of the site running adjacent to Lawmarnock Road on the western extremity of Old Course Ranfurly Golf Club and extending to approximately 1.3 hectares.

It is proposed to develop the site for residential purposes in the form of eight detached houses and a block of flats containing fourteen units. The houses would variously comprise of two and a half storey with roof space accommodation/dormer/balcony to the road with one and a half storey to the rear (to allow for the difference in ground levels rising between the front and rear of the site) and with one of the units being reversed (i.e. one and a half storey to the front facade with two and a half storey to the rear). External finishes would be facing brick, render and concrete roof tiles. The houses would be laid out in a linear arrangement with direct driveway access taken from Lawmarnock Road.

A flatted block is proposed to the northern end of the site which would be two storey with roofspace accommodation to the west (Lawmarnock Road) elevation and three storey and roofspace accommodation to the east (rear) elevation, again to accommodate prevailing ground levels. The block would be finished predominantly in render with brick accents.

Access would be taken from Lawmarnock Road at two points to access parking spaces to the north and south of the block. This block was originally proposed as a three and four storey block with roof space accommodation, but as a result of concerns expressed by Historic Environment Scotland (HES) regarding the positioning and height of the block in relation to Ranfurly Castle remains, it has been reduced in height and mass and as a result has been moved further from Ranfurly Castle remains. The block has

also been given a traditional rather than flat roof profile which is more reflective of the design of surrounding buildings.

The site is bounded to the north and west by established residential areas with dwellings of mixed age, design and size, to the east by the golf course and Ranfurly Castle remains (which is a scheduled ancient monument) and to the south by remnants of open land and the golf course.

History

None.

Policy and Material Considerations

Adopted Renfrewshire Local Development Plan 2014

Policy P1: Renfrewshire's Places

Policy P3: Additional Housing Sites

Policy I5: Flooding and Drainage

New Development Supplementary Guidance

Delivering the Places Strategy: Places Development Criteria and Places Checklist

Delivering the Environment Strategy: Contaminated Land; Scheduled Ancient monuments & Archaeological Sites

Delivering the Infrastructure Strategy: Connecting Places; Flooding and Drainage

Material considerations

Renfrewshire's Places Residential Design Guidance 2015

Historic Environment Scotland Policy Statement 2016

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the proposals require to be assessed against the above policies and guidance, the comments of all consultees and representees and any other material considerations.

Publicity

The Council has undertaken statutory neighbour notification procedures. Additionally, the proposals were advertised in the Paisley and Renfrewshire Gazette on 5th October 2016, with a deadline for the submission of representations of 19th October 2016.

**Objections/
Representations**

One hundred and sixty three letters of objection have been received, the substance of which can be summarised as follows:-

- impacts on roads and traffic safety,
- impact on the conservation area,
- cumulative impacts associated with nearby development at Shillingworth,
- school capacity,
- sewer and water infrastructure capacity,
- impact on Ranfurly Castle remains,
- impact on visual amenity and the character of the area,
- proposed unit numbers,
- height and scale of the development,
- privacy and overlooking,
- impact on wildlife and loss of green space,
- impact of construction traffic, and
- other sites in the centre of the village would be more appropriate.

One letter in support of the application has been received which considers that this development, in proximity to the castle remains, will discourage vandalism and undesirable behaviour and will result in the upgrading of the core path which leads to the castle remains, improving accessibility to the public.

Consultations**Bridge of Weir Community Council -**

Objection on the grounds of the number of units and impact on the area surrounding Ranfurly Castle; road traffic and pedestrian safety due to inadequate road widths and footways; safe walking routes; and increased traffic volumes.

The Director of Community Resources (Roads) - No objection subject to conditions to achieve appropriate visibility splays; the widening of Lawmarnock Road; provision of footway and upgrade of existing lighting.

The Director of Community Resources (Design Services) - Accept the findings of the Drainage Impact Assessment and Flood Risk Assessment.

The Director of Community Resources (Environmental Services) - No objection subject to conditions in respect of ground conditions.

The Director of Education and Leisure - No objection on the basis that adequate capacity exists in schools within the catchment area of the site.

West of Scotland Archaeology Service - Observation of the potential for impact on the Ranfurly Castle as a Scheduled Ancient Monument but advise that if it is considered that the benefits of the development outweigh the effect on the setting of the Castle, then a condition is recommended to require archaeological investigation of the site.

Scottish Water - No comment.

Historic Environment Scotland - No objection on the basis that the proposed housing is unlikely to have a significant detrimental impact upon the setting of Ranfurly Castle.

However, concerns were expressed in relation to the height of the block of flats and proximity to Ranfurly Castle. It was considered that the erection of a building of competing height with the castle in relative proximity would erode the ability to appreciate important aspects of the Castle's significance, and hence have an adverse effect upon its setting. It was stated that impact could be reduced by lowering the proposed height of the block

by one storey and relocating it further away from the Castle.

It was therefore concluded that the proposal did not raise historic environment issues of national significance and therefore no objection to the development was held.

Summary of main issues

Environmental Statement - N/A

Appropriate Assessment - N/A

Design Statement - N/A

Access Statement - N/A

Other Assessments

Planning Statement - This sets out the planning policy position in relation to the proposed development and outlines the general approach to siting, design, layout, scale and massing.

Archaeological Desk Appraisal - Considers the known archaeology in the area and concludes that it will be possible to avoid the Ranfurly Castle scheduled monument area during development.

Tree Survey - Describes the extent and condition of tree cover within and immediately adjacent to the site and describes those trees which should be retained and methods of protection including a Construction Exclusion Zone.

Protected Species Survey - Provides an ecological baseline and concludes that no evidence of bats was found; no resting sites or other evidence of otters were recorded; no evidence of water voles was recorded; no evidence of badger was recorded; no birds nests were recorded; no evidence of brown hare was recorded; and no evidence of hedgehog was noted.

Drainage Report - Provides a description of proposals including drawings and calculations for dealing with foul and surface water drainage and concludes that

the proposals comply with all design requirements of Scottish Water, Renfrewshire Council and SEPA.

Flood Risk Assessment - Provides an assessment of flood risk from all sources and concludes that the development area of the site lies outwith the 1 in 200 year functional flood plain with access and egress to the site available throughout the design storm from Lawmarnock Road. It is stated that the proposed development is at low to medium risk of flooding and that the development proposed can be satisfactorily accommodated.

Ranfurly Castle and Motte Setting Assessment - Concludes that overall there are not expected to be any significant effects on the historical or contemporary setting of Ranfurly Castle or the more distant Castle Hill Motte from the proposed development, whether viewed as separate monuments or linked together. It is further concluded that despite being a new intervention and slightly closer to the Castle than current buildings the proposed development will only form a small extension to an existing contemporary urban setting which has already altered the historical setting of the Castle and Motte.

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

The proposal requires to be assessed against the policies contained within the Development Plan and any other material considerations. In this case, the relevant documents of the Development Plan comprise the Adopted Renfrewshire Local Development Plan 2014 (LDP) and the New Development Supplementary Guidance (SG), including Renfrewshire's Places Residential Design Guide.

The application site is identified in the LDP proposals map under Policy P3 'Additional Housing Sites'. Policy P3 states that the

Council will support and encourage residential development on these sites, as identified in Schedule 1 and 2, as additional allocated housing sites to meet identified housing requirements. Schedule 2 identifies the application site as having an indicative capacity of nine units. The development of these sites requires to comply with the criteria set out in the New Development SG.

The New Development Supplementary Guidance, Places Development Criteria, sets 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; 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 that development proposals should create attractive and well connected street networks which will facilitate movement. In addition, Renfrewshire Places Design Guide sets out standards in relation to separation distances, layouts, parking provision and open space. Assessing the development in terms of these criteria, the following conclusions can be made.

Notwithstanding the indicative capacity for the site the proposed development density is considered appropriate to this location and fits with the surrounding area. The form, layout, design and scale of the proposal are appropriate to the surrounding area which is mixed in terms of age, design, materials and size. In this regard, all homes will front onto Lawmarnock Road providing connection to the street and surrounding area. The Glendentan Burn crosses the site and this has been incorporated into the site design, with the construction of two new footbridges which will provide access across the burn. This also allows the existing core path to be retained through the development. The proposed flatted

block has been amended through the application process to both take cognisance of its relationship with Ranfurly Castle remains and to be reflective of and sympathetic to the design character of the surrounding area. As a result, the block has been designed to reflect the massing and built form of the existing 1960's flatted block immediately to the west whilst taking design cues from the more traditional dwellings to the north reflected in the treatment of the facade and roof design. The block is set back into the site and utilises the existing topography of the site. The block also respects the existing house to the north (Castleknowe) in terms of its setting and privacy and is located an appropriate distance from this property with a new landscape buffer proposed along the shared boundary. The positioning of the block creates permeability to both car parks at either side and provides access to the front and rear of the flatted block.

In line with Renfrewshire's Places Design Guide, the layout has outward facing properties along Lawmarnock Road whilst respecting site constraints (changes in level). House types have been designed to reflect the topography of the site and are split level, which reflects the landscape form. The palette of materials to be used reflects those found in the immediate area which will assist in assimilating the development into its surroundings. Although there is a change in levels between the application site and existing houses on Glendentan Road it is considered that the separation distances between the dwellings and their orientation will ensure that the dwellings proposed do not impact unacceptably on privacy or appear over bearing to the extent where an unfavourable recommendation would be warranted. Appropriate separation distances are considered to have been achieved and there are good levels of open space proposed throughout the development.

There are extensive areas of open space around the development and linkages from the site create permeability through the development and connectivity to the surrounding residential area. The site benefits from a degree of enclosure provided by landscape boundaries to the side and rear (east and south) and a change in land level to the east which screens the detached dwellings from the golf course and it is proposed to augment existing landscaping. Further landscaping is also proposed along the northern site boundary. As a result the proposal is also considered to satisfy the requirements of the SG on Scheduled Ancient Monuments & Archaeological Sites which seeks to safeguard their setting.

Policy I5, and the Flooding and Drainage 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 applicants have, through the submission of a Drainage Scheme 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 Community Resources (Design Services) is satisfied that an appropriate condition can be imposed to ensure that the site can be appropriately drained prior to the commencement of development.

In terms of the SG on infrastructure design the proposals are considered to demonstrate an acceptable layout with appropriate access, parking and pedestrian arrangements. The Director of Community Resources (Roads) is satisfied, subject to the widening of Lawmarnock Road and conditions relating to visibility, footway and lighting provision, that the proposal meets the relevant parking, access and traffic requirements.

With regard to the SG relative to contamination, the Director of Community Resources has no objection to the proposals and is satisfied that any potential contamination of the site can be satisfactorily addressed by conditions.

Referring to the points of objection not already addressed I would comment as follows.

At the consultation stage of the Renfrewshire Local Development Plan Main Issues Report (MIR) in 2011 the housing preferred strategy indicated that additional land would require to be identified to provide an effective housing land supply. Brownfield and green belt sites were identified to meet the overall housing land requirement set at that time. It was not considered necessary at that time to include Lawmarnock Road to meet the overall housing land requirements. However in preparing the Proposed Renfrewshire Local Development Plan in 2012, various changes, alterations and updates to the housing land supply required to be taken into account and this resulted in the need to identify additional sites to meet Renfrewshire's housing needs and demand. The application site was therefore identified by Scottish Government Reporter as an appropriate housing site and included in the Renfrewshire Local Development Plan as subsequently adopted. Although an indicative number of nine units was noted, the current proposal reflects the layout and density of the surrounding area and the number of units proposed can be acceptably accommodated within the application site.

In relation to concerns regarding traffic generation and the existing road network, the Director of Community Resources (Roads) is satisfied that the proposal can be acceptably accommodated subject to the widening of Lawmarnock Road and conditions relating to visibility, footway and lighting provision. In this regard, it is concluded that the additional traffic

movements generated by the development are unlikely to have a detrimental impact on the operation of local junctions or require any additional physical improvement.

The availability of services including adequate provision within schools was considered when the site was identified for release through the LDP process and the Director of Education and Leisure has no objection to the proposal. In addition, the ability for the application development together with the development at Shillingworth to be accommodated within Bridge of Weir in terms of the road network, drainage/sewerage infrastructure and services were all considered through the LDP process when both sites were identified for housing development, with indicative numbers of units. Thereafter, the specific details of the developments proposed, including density, has been assessed through the application assessment including education, roads infrastructure and drainage capacity.

As the proposed flats are topographically separated from the Castle by the Glendentan Burn and set back on the opposite bank, and do not substantially rise above the existing skyline, Historic Environment Scotland consider that the development is unlikely to raise issues of national significance. In light of the relative proximity of the Castle the flattened component of the proposal has been amended by the deletion of one storey.

Additionally, the mass of the building has also been reduced with the result that the building is positioned further from the Castle and re-designed to better reflect the design elements in the surrounding area. These alterations to the scheme reflect the original concerns of Historic Environment Scotland who now have no objection to the proposal. The proposed development as amended fits appropriately within the street scene and the area generally and will not impact on the character or setting of the

conservation area which is located approximately 94 metres to the north. The residential properties in the area immediately surrounding the application site are mixed in terms of age, size, design and materials and the proposal is considered to acceptably reflect the surrounding area with a development which contributes positively to the street scene, does not impact unacceptably on the privacy of existing residents, provides acceptable levels of amenity space and fits with the character of the surrounding area.

Recommendation and Reasons for Decision

In light of the foregoing, it is considered that the proposals are acceptable having regard to the relevant development plan policies and associated guidance. Whilst having attracted a substantial body of objection, the proposals relate to a residential development scheme on a site which has been allocated for housing within the Adopted Renfrewshire Local Development Plan. It is therefore recommended that planning permission be granted subject to conditions.

Recommendation

GRANT SUBJECT TO CONDITIONS

Conditions & Reasons

Reason for Decision.

1. The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.
2. Prior to the commencement of any construction works on site the developer shall provide for the written approval of the Planning Authority:-

a) a site investigation report, characterising the nature and extent of any land, water and gas contamination within the development, and
b) a remediation strategy/method statement, identifying the proposed measures to implement all remedial recommendations contained within site investigation reports;

Reports shall be prepared in accordance with BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice, Planning Advice Note 33 (PAN33) and the Council publication "An Introduction to Land Contamination and Development Management" and be submitted to, and approved in writing by, the Planning Authority; and these reports shall form part of any submission for the approval of matters specified in conditions.

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

3. Prior to the occupation of any residential unit within the development, a Verification Report confirming completion of the works specified within the approved Remediation Strategy, submitted under the terms of Condition 2 above, shall be submitted to the Planning Authority for written approval.

Reason: To demonstrate that the works necessary to make the site suitable for use have been completed.

4. That the drainage arrangements, including SUDs, shall be implemented in accordance with the details contained within the Flood Risk Assessment Report by Terrenus Land & Water dated 08 July 2014, the Drainage Report by G&D Engineering Services Ltd and drawing 10716/PD1 'Drainage & Levels Layout'. These drainage arrangements shall be formed and fully operational prior to the occupation of the last dwelling hereby approved.

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

5. That before any development of the site commences a scheme of landscaping shall be submitted to and approved in writing by the Planning Authority. The scheme shall include:-
(a) details of any earth moulding and hard landscaping, grass seeding and turfing; (b) a scheme of tree and shrub planting, incorporating details of the number, variety

and size of trees and shrubs to be planted; (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their protection in the course of development, and (d) details of the phasing of these works;

Reason: In the interests of the visual amenity of the area.

6. That prior to occupation of the last 3 dwellinghouses/flats within the development hereby permitted, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, approved under the terms of condition 5 above, shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species;

Reason: In the interests of amenity.

7. That before development starts, full details and/or samples of the facing materials to be used on all external walls and roofs shall be submitted to, and approved in writing by, the Planning Authority. Thereafter only the approved materials shall be used in the development of the site.

Reason: These details have not been submitted.

8. That before development starts, details of the surface finishes to all parking and manoeuvring areas shall be submitted to, and approved in writing by, the Planning Authority;

Reason: These details have not been submitted.

9. That the visibility splay required to be maintained for both access points for the flats will be 2.5m (x) by 20m (y) by 1.05m in height.

Reason: In the interests of traffic and pedestrian safety.

10. Lawmarnock Road shall be resurfaced and widened to a minimum width of 6m along the frontage of the site to the satisfaction of the Planning Authority.

Reason: In the interests of traffic and pedestrian safety.

11. The proposed footway along the full frontage of the site shall be a minimum of 2m in width.

Reason: In the interests of pedestrian safety.

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

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 16/0901/PP



Renfrewshire
Council

KEY INFORMATION

Ward

7 Johnstone South,
Elderslie and Howwood

Applicant

BDW Trading Limited
Buchanan Gate
7 Buchanan Business Park
Cumbernauld Road
Stepps
G33 6FB

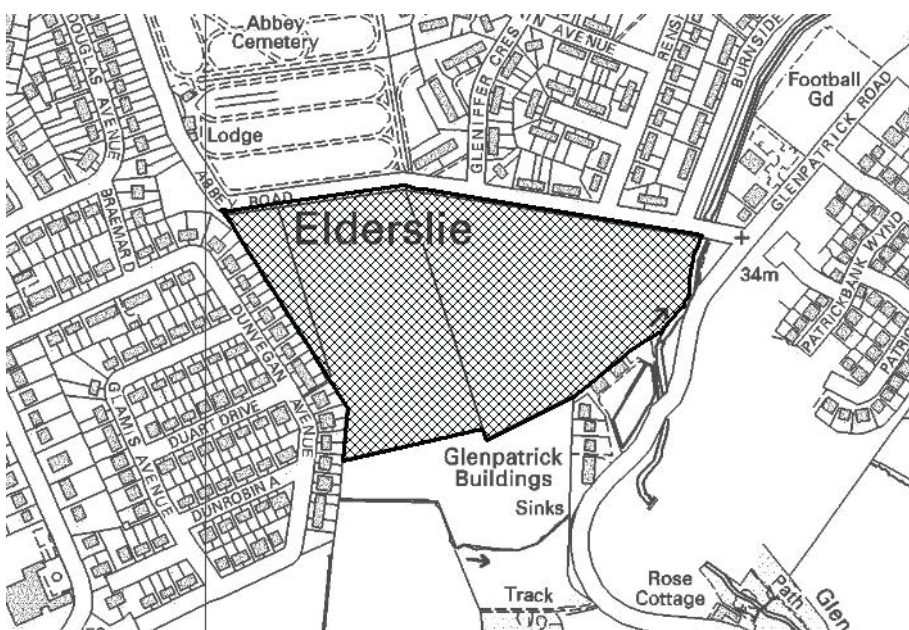
Registered: 21/12/2016

Report by Director of Development and Housing Services

PROPOSAL: APPROVAL OF MATTERS SPECIFIED IN CONDITIONS 2, 4, 6, 7, 8, 9 AND 10 OF PLANNING PERMISSION IN PRINCIPLE 15/0470/PP (ERECTION OF RESIDENTIAL DEVELOPMENT WITH ASSOCIATED ACCESS, INFRASTRUCTURE AND LANDSCAPING)

LOCATION: SITE 30 METRES SOUTH OF NOS. 2-28 ABBEY ROAD, ELDESLIE, JOHNSTONE

APPLICATION FOR: APPROVAL OF MATTERS SPECIFIED IN CONDITIONS



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RECOMMENDATION

Grant subject to conditions.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- Planning permission in principle has been granted on appeal and the only matters to be considered relate to the specific conditions attached to the permission.
- There have been 21 letters of objection relating to subsidence, drainage and flooding; traffic volumes and parking; impact on rural landscape, wildlife and habitats, lack of amenities, privacy and landscaping.
- The submitted details in terms of site investigation, landscaping, finishing materials and archaeological investigation are all considered to be acceptable and demonstrate general conformity with the criteria set out in the New Development Supplementary Guidance.

Description

Members will recall that this application was refused planning permission by the Planning and Property Policy Board on 20th November 2015, and was thereafter the subject of an appeal to the Scottish Ministers. The Scottish Ministers upheld that appeal on 20th October 2016 and granted planning permission for the residential development of the site. Although the original application sought planning permission in principle, details of the layout of the development, access roads, parking, house type design, positioning of landscaping, flooding and drainage and the risks from historical coal mining activity were all considered and approved as part of this appeal. The Scottish Ministers also made an award of costs against the Council on the basis that the Council acted unreasonably in refusing planning permission in principle and failed to give adequate planning reasons for doing so.

This application seeks the Approval of Matters Specified within Conditions 2, 4, 7, 8, 9, and 10 of planning approval (in principle) 15/0470/PP, for the residential development of a site in Abbey Road, Elderslie.

The current application therefore seeks approval for the remaining detailed aspects of the proposal including through Condition 2 (contamination investigations and proposed remediation), Condition 4 (details of landscaping), Condition 7 (facing materials), Condition 8 (surface finishes) Condition 9 (details of archaeological scheme of investigation) and Condition 10 (mining risk assessment remediation proposals).

The site is bounded to the north by Abbey Road with Abbey Cemetery and existing housing beyond; to the east by Glenpatrick Road and an enclave of existing housing of varied age, size and style and Old Patrick Water and the housing development of Patrickbank beyond; to the south by open agricultural

fields; and, to the west, partially by a woodland area and houses on Dunvegan Avenue.

History

14/0843/NO - Proposal of application notice for erection of residential development in principle. Accepted 27/11/2014.

15/0470/PP - Erection of residential development with associated access, infrastructure and landscaping (in principle). Granted on appeal on 20 October 2016.

Policy and Material

Considerations

Development Plan - Adopted Renfrewshire Local Development Plan 2014

Policy P1 - Renfrewshire's Places

New Development Supplementary Guidance 2014

Places Development Criteria
Infrastructure Development Criteria
Trees, Woodland and Forestry
Contaminated Land

Material considerations

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposals require to be considered against the policies and guidance set out above, the history of the site, the comments of the consultee and any representations received.

Publicity

Neighbour notification has been carried out in accordance with statute. The application was also advertised in the Paisley & Renfrewshire Gazette on 18 January 2017, with a deadline for representations to be received of 01 February 2017.

Objections/ Representations

There have been 21 objections to this application and the substance of which can be summarised as follows.

1. The development proposed will block existing views of a rural landscape.
2. The development will impact on the privacy of existing residents.
3. Landscaping proposals are unclear.
4. Houses will front Abbey Road while parking is at the rear. This will lead to on street parking on Abbey Road which is already too narrow.
5. The proposal to widen Abbey Road does not take account of the bottleneck from the cemetery gate to the bend which cannot be widened.
6. The SUDS provision includes a path around the feature which could prove dangerous to children.
7. Abbey Road is not suitable for higher volumes of traffic.
8. A hedgerow along the back of the site should be preserved to protect the wildlife.
9. The dangers of subsidence and flooding in an area that is marked on Council and Coal Board web sites as unsuitable for development will create unsafe conditions for new and existing properties.
10. When all phases of development are complete the entrance to phase 1 should be removed, as the junction faces existing homes.
11. Local schools have no capacity.
12. A key feature of this development was that strong boundaries would be created and there is no evidence of this.
13. Mono blocked driveways could create flooding.

Consultations

Director of Community Resources (Environmental Services) – No objection.

Summary of Main Issues

Environmental Statement - N/A

Appropriate Assessment - N/A

Design Statement - States that the development will provide for a variety of housing needs and that as a result of the layout proposed, a clear transition will be provided between the traditional road layout of Abbey Road and the domestic scale of the road pattern within the development. It is stated that the boundaries and relationship between the new and proposed residential areas and the settlement edge will be carefully designed and landscape proposals will be informed by and connected to the existing landform and vegetation surrounding the site, including the native tree cover, hedgerows and open pasture.

Access Statement - States that access to the site will be taken via two all user priority T-junctions from Abbey Road, with pedestrian footways also extended along Abbey Road and into the site to ensure a continuous barrier free, safe route to the existing network for residents and visitors of all abilities.

Other Assessments

Archaeology Data Structure Report - States that the archaeological evaluation has revealed no archaeologically sensitive deposits or features within the proposed development area. It recommends that no further archaeological work is likely to be required. It is stated that the site is affected by shallow mining which will require consolidation. The report concluded that there was no evidence of mine entries or quarrying within the site.

Report On Site Investigations - States that some infilled land is evident at the site, that there is no chemical contamination, no significant ground gas concentrations and that gas protection measures are not considered to be necessary.

Mining Remediation Strategy - States that the mining remediation of the site will comprise of stabilisation works including

grouting of seams within influence depth. It is stated that this treatment is conventional and such measures are typically undertaken for housing schemes throughout Central Scotland.

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

The use of the site for residential development has been established through planning approval 15/0470/PP. This proposal seeks to approve further detailed aspects of the development and therefore complies in principle, with the provisions of Policies P1 of the Adopted Local Development Plan.

With regard to the detailed consideration of materials, landscaping, contamination remediation measures, the need for archaeological investigation and coal mining remediation the proposal requires to be assessed against the guidance set out in Policies P1 and I5 of the Adopted Local Development Plan and the associated New Development Supplementary Guidance as well as Renfrewshire's Places Residential Design Guidance.

In terms of Condition 2 which seeks to ensure that the ground/soil conditions at the site are appropriate for the use proposed, the Director of Community Resources is satisfied that the site investigation and remediation reports submitted have adequately addressed issues of contamination and remediation. The terms of Condition 2 are considered to be satisfied by the current submission.

Condition 4 required the submission of a scheme of landscaping. The main features of the scheme submitted include the retention of the existing tree belt on the western boundary, laurel hedging and a mix of native trees and shrubs including Cherry, Whitebeam, Maple, Birch and Lime, to define boundaries.

The eastern boundary of the site would be characterised by the sustainable drainage feature which also provides an area of informal open space and is landscaped with grass cover and broad leaved Lime trees. The boundary to Abbey Road is more urban in character where in fronts onto existing housing opposite. Laurel hedging and a mix of trees are a feature here which softens this edge while highlighting the transition between private and public space.

The southern boundary provides an acceptable landscape buffer to the agricultural land beyond.

Areas of informal open space have been provided throughout the development and a play area of an acceptable size and in a position which affords active surveillance has been provided. Overall the requirements of condition 4 are considered to be satisfied by the scheme submitted.

A palette of facing materials has been submitted in relation to Condition 7, proposing two variations on cream coloured roughcast, Ashton cream and Orchid chip. Buff coloured stone would be used as a feature base course and all precast lintels and cills would be buff coloured. Slate grey roof tiles, black UPVC rainwater goods and white UPVC windows/doors are proposed.

It is considered that this palette of materials is reflective of the surrounding area whilst also providing a sense of unity to the development in line with Renfrewshire's Places Residential Design Guide. Variety is gained through the differing design and positioning of house types already approved which adds visual interest to the development. The requirements of Condition 7 are considered to be satisfied.

Condition 8 requires details of surface finishes to parking and manoeuvring areas and drawings have been submitted which

propose the use of asphalt throughout. Given that the key consideration in the choice of carriageway and footway materials is durability, safety and sustainability the use of asphalt is considered acceptable in this regard whilst providing a unifying feature to the development.

An Archeological Report has been submitted to satisfy the requirements of Condition 9 which is acceptable to both the Council and the West of Scotland Archaeological Service. The report submitted therefore satisfies the requirements of Condition 9.

Condition 10 requires that a scheme of mining remediation works be submitted for approval, in line with the Mining Risk Assessment approved through Planning Permission in Principle 15/0470/PP. The Coal Authority has confirmed that the scheme submitted is acceptable to satisfy the requirements of Condition 10.

The issues raised through objection are mainly points relating to the principle of development and the layout, which have been rejected through the approval on appeal of application 15/0470/PP. The issue raised in relation to landscaping have been discussed in the body of this report.

Recommendation and Reasons for Decision

The proposal complies with the Adopted Renfrewshire Local Development Plan and the New Development Supplementary Guidance as well as all the necessary material considerations. The terms of Conditions 2, 4, 7, 8, 9, and 10 have therefore been addressed and it is recommended that this proposal should be granted subject to conditions.

Recommendation

GRANT SUBJECT TO CONDITIONS

Conditions & Reasons

Reason for Decision

1. The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

2. Prior to the commencement of any construction works on the play area, the developer shall provide for the written approval of the Planning Authority full details of the Locally Equipped Area for Play (LEAP) hereby approved, as shown on Drawing No. SK001 Rev Y 'Proposed Residential Layout' and Drawing No. 099-31-07b 'Landscape Proposals'. The details shall demonstrate that the layout, access and equipment are suitable for use by children of all abilities and that an appropriate number of inclusive items of play equipment are installed. Thereafter, prior to occupation of the final residential unit, hereby approved, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved. Maintenance of the play area finally approved, shall be in accordance with a scheme to be agreed between the developer and the individual occupiers of the development or a factor appointed to act on their behalf.

Reason: In the interests of residential amenity.

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

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 17/0025/PP



Renfrewshire
Council

KEY INFORMATION

Ward

10 Bishopton, Bridge of Weir & Langbank

Applicant

BAe Systems
Royal Ordnance
Station Road
Bishopton
PA7 5NJ

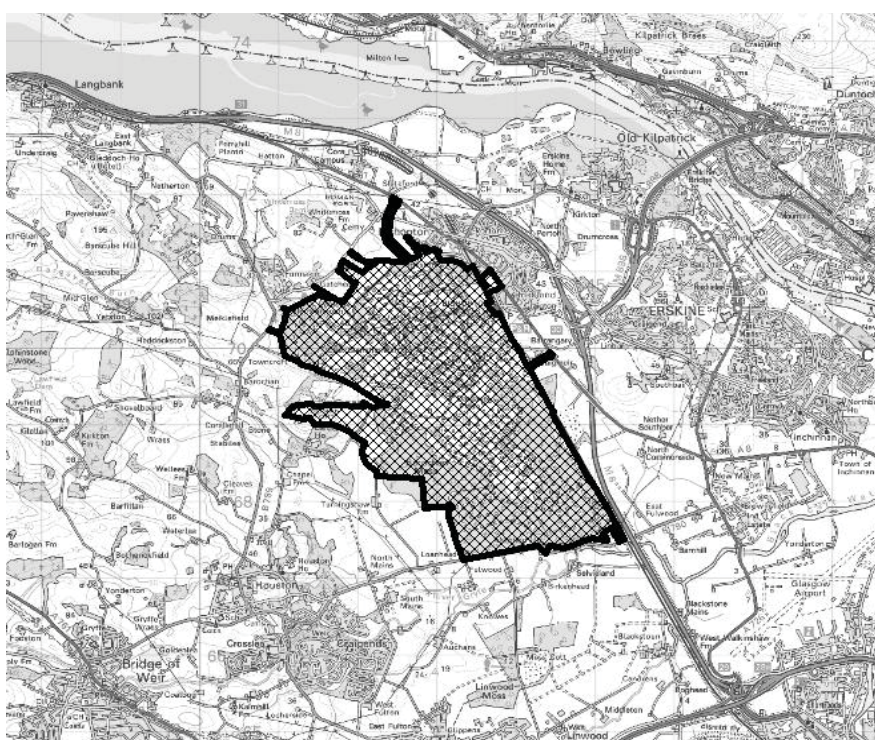
Registered: 18/01/2017

Report by Director of Development and Housing Services

PROPOSAL: VARIATION OF CONDITION 11 (IMPLEMENTATION OF MITIGATION MEASURES AT JUNCTION 29 (ST JAMES INTERCHANGE) AND CONDITION 12 (CONSTRUCTION OF PROPOSED M8 JUNCTION AT BISHOPTON) OF PLANNING PERMISSION 12/0584/PP

LOCATION: ROYAL ORDNANCE, STATION ROAD, BISHOPTON, PA7 5NJ

APPLICATION FOR: PLANNING PERMISSION (IN PRINCIPLE)



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RECOMMENDATION

Grant subject to conditions/Section 75 Agreement

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals relate to a mixed use development, the principle of which has previously been assessed as being appropriate.
- There has been one letter of representation expressing concern on traffic grounds.
- There have been no material changes in the circumstances surrounding the site which would alter the acceptability of the mixed use development for a Community Growth Area at this location.
- There has been no objection from Transport Scotland or the Director of Community Resources (Roads)

Description

This is a Section 42 application which seeks to amend the wording of conditions 11 and 12 attached to planning permission 12/0584/PP which in itself sought to vary conditions attached to the original outline planning permission (06/0602/PP) for the regeneration of the former ROF site in Bishopton to form a mixed use community growth area.

Condition 11 and 12 relate to infrastructure works which are required in conjunction with the development of the community growth area. The exact wording of the conditions is as follows:

Condition 11 - No part of the built development shall commence until an operational assessment has been carried out of Junction 29 (St James Interchange) and a scheme of proposed mitigation measures has been submitted to and agreed in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The scheme thereafter agreed shall be fully implemented in the approved manner.

Condition 12 - Prior to the occupation of the 651st 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 06614/100/100 Rev G), shall be constructed and brought into use to the satisfaction of the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate to a design commensurate with the demand identified through an agreed Transport Assessment.

The conditions were imposed at the request of Transport Scotland to ensure that the safety of the traffic on the trunk road network was not diminished.

For the purposes of Condition 11, an operational assessment of Junction 29

has been undertaken, and two mitigation measures have been identified. It is proposed to implement these mitigation measures in stages. Mitigation measure 1 (as identified in drawing number SCT4191/J29/001) involves an amended designation to address lane starvation on the offside lane. Mitigation measure 2 (as identified in drawing number SCT4191/J29/002) involves the installation of traffic signals on the A726 Barnsford Road. The implementation of these measures would be triggered by the occupation of dwelling units within the community growth area.

The proposed wording of condition 11 is as follows:

Prior to the occupation of the 651st Residential Unit the improvements to be carried out at Junction 29 (St James Interchange) as shown on plan reference SCT/4191/L/J29/001 shall be implemented to the satisfaction of the Local Planning Authority. The second stage of improvements at Junction 29 as shown on plan reference SCT/4191/L/J29/002 shall be implemented before the occupation of the 1000th Residential Unit unless the proposed M8 junction at Bishopton is brought into use before the 1000th Residential Unit is occupied.

With regard to condition 12, it is sought to alter the trigger point at which the M8 junction shall be constructed and brought into use from 651 residential dwellings occupied, to 1200 residential dwellings occupied.

The proposed wording of condition 12 is as follows:

Prior to the occupation of the 1200th Residential Unit or the occupation of employment space in excess of 50,000 square metres, the proposed M8 junction at Bishopton shall be constructed and brought into use to the satisfaction of the Local Planning Authority, in consultation

with Transport Scotland Trunk Road Network Management Directorate to a design commensurate with the demand identified through an agreed Transport Assessment.

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 is 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 including a motorway junction and Northern and Southern Access Roads; improvements to station approach and park and ride facilities and the construction of a motorway junction off the M8.

Both the original (06/0602/PP) and the amended (12/0584/PP) permissions were subject to a Section 75 Agreement which makes provision for an extensive range of associated facilities including a primary school, community centre, sports and recreational facilities, affordable housing, health centre, and upgrades to existing facilities and contributions to community-based projects. It is intended that, should permission be granted for the revisions to the two conditions as described above, that the terms of the Section 75 Agreement be re-applied to any new permission issued by the planning authority.

History

12/0584/PP - Variation of Condition 12 of planning consent 06/0602/PP to change the point at which the proposed M8 junction at Bishopton will be constructed and brought into use. Granted subject to conditions and Section 75 agreement 29/01/2013.

06/1065/PP - The construction of a motorway junction. Granted subject to conditions 06/02/2009.

06/0602/PP - Regeneration of the site to form a mixed use community growth area. Granted subject to conditions and a Section 75 agreement 10/08/2009.

Policy and Material Considerations

Development Plan

Adopted Renfrewshire Local Development Plan August 2014

Policy P5 - Community Growth Area
Policy I3 - Potential Transport Improvements

New Development Supplementary Guidance

Places Development Criteria
Infrastructure Development Criteria

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

Publicity

The Council has undertaken neighbour notification in accordance with the requirements of the legislation. The application was also advertised in the Paisley and Renfrewshire Gazette for the purposes of Neighbour Notification, with a deadline for representations of the 15th February 2017.

Objections/Representations

One letter of objection has been received, the substance of which can be summarised as follows:

- the proposals will cause further severe congestion at several locations in and around Bishopton; and
- BAe should uphold their initial commitment to installing the M8 junction at 650 occupied residential units.

Consultations

Transport Scotland - No objection subject to conditions.

Director of Community Resources (Head of Roads - Traffic) - No objection subject to a condition in respect of traffic signal installation design to enable easy removal.

Bishopton Community Council - No response at time of writing.

Summary of main issues

Environmental Statement - Not applicable.

Appropriate Assessment - Not applicable.

Design Statement - Not applicable.

Traffic Statement - New M8 Junction Trigger Point Report. This details the traffic impact assessment undertaken at local junctions and Junction 29 (including a public transport strategy), and seeks to provide justification for moving the trigger point from 651 to 1200 units. It concludes that local junctions will continue to operate well within capacity with 1200 units occupied. Changes to the signalised junction at the A8 Greenock Road/Ferry Road/Bridgend junction, however it is noted that this junction would be over capacity both with and without the addition of development generated traffic.

Other Assessments - Not applicable.

Planning Obligation Summary - Not applicable.

Scottish Ministers Direction - Not applicable.

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. The substance of the proposals remain 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.

Assessment

The construction of a motorway junction is a key component of the overall redevelopment of the ROF site. While the junction itself was granted under planning permission 06/1065/PP, the trigger period for the junction being brought into use is linked to conditions associated with outline application 06/0602/PP. As this application has been submitted under Section 42 of the 1997 Act, only the acceptability of the proposed amendments to the conditions can be considered. However it is noted that the substance of the scheme remains unaltered, and the proposals therefore remain consistent with the development plan in this regard.

The main consideration in the assessment of this application is the acceptability of varying the conditions in the manner proposed, any material considerations raised by consultees and objectors, and whether the proposed conditions comply with the six tests as set out by Scottish Government Circular 4/1998.

The Transport Statement confirms that BAe are fully committed to constructing the motorway junction. However the statement advises that the opening date for the junction is projected to be 2020 following the time taken to undertake detailed engineering design, obtain statutory approvals, appoint a main contractor, and for the main contractor to identify a clear programme for construction including a period of ground consolidation to overcome poor geo-technical conditions. It is acknowledged

that ground consolidation in particular will take longer than previously anticipated. Moving the trigger point to 1200 occupied residential units or 50,000 square metres of employment space is anticipated to tie in with this time scale given current and projected construction rates.

On assessment, I am satisfied with reasoning provided by BAE as to why the timetable for construction of the motorway junction has been pushed back. It should also be acknowledged that BAE has brought forward the Northern Access Road, Southern Access Road and internal link road within the community growth area in advance of the originally anticipated time scale for these works. However it must be demonstrated that moving the trigger point for completion of the motorway junction to 1200 occupied dwelling units will not have a significant detrimental impact on either the local road network, or the trunk road network (specifically Junction 29 where the majority of traffic from the community growth area will access the M8 prior to the new junction being provided).

With regard to the local road network, the Transport Assessment concludes that four identified local roundabouts (A8 Greenock Road / Southbar Road / Barnsford Road; B815 HP Complex Access; Erskine Bridge West and Erskine Bridge East) will continue to operate well within capacity with 1200 occupied units and prior to the opening of the new junction. The assessment indicates that the signalised junction on the A8 Greenock Road at Ferry Road / Bridgend would be over capacity with and without the additional completed residential units. However this can be mitigated by increasing the cycle time, and allowing the maximum green time stage to optimise. The Head of Roads has advised that the survey work undertaken to inform the Transport Assessment is sufficiently robust, and agrees that delaying the implementation of the motorway junction would not have a significant impact on the local road

network in terms of traffic volumes and impact on junctions. The Head of Roads does not therefore object to the proposals.

With regard to the trunk road network, the Transport Assessment in support of the original outline planning application for the redevelopment of the ROF site identified three potential improvements which could be introduced at Junction 29 of the M8. For the purposes of this application, the Transport Assessment has assessed the impact on Junction 29 of moving the trigger point for completing the new motorway junction to 1200 occupied units. The Assessment concludes that two mitigation measures could be introduced; amended lane allocation on the northbound circulatory arm, and traffic signalisation at the A726 Barnsford Road / eastbound circulatory arm. For the purposes of condition 11 it is proposed to implement the lane allocation works prior to the occupation of 651 occupied residential units, and the signalisation works prior to the occupation of 1000 occupied residential units unless the new motorway junction is brought into use by this stage. Transport Scotland, in their capacity as the trunk roads authority, has offered no objections to this approach. On this basis, I am satisfied that the proposal to amend the trigger point at which the new motorway junction is completed will not have a detrimental impact on the trunk road network provided that the mitigation measures at Junction 29 are brought forward in advance.

Crucially, revisions to the two restrictive conditions would allow development to continue on the site. The necessary licences are now in place, a construction contract for the implementation of the motorway junction has been awarded and a contractor is currently active on site carrying out the clearance, site separation from the adjacent contained landfill and other early preparatory works. By ensuring a readily available, effective and adequate supply of land for new housing, in an identified Community Growth Area, also

offers the potential to reduce pressure on the demand for the release of other sites, in less sustainable locations, elsewhere within Renfrewshire in the short to medium term. In terms of the local roads infrastructure it also merits recognising that the Northern Access Road, and the road linking the Northern Access Road (NAR) to the Southern Access Road, have been implemented and are now open and fully operational. In the original anticipated development phasing, the NAR was not scheduled to be constructed until year ten of the development but was instead brought forward to year one.

In view of the above assessment, I am satisfied that moving the trigger at which the new motorway junction should be completed to 1200 occupied residential units or 50,000 square metres of occupied employment space will not have a detrimental impact on either the local or trunk road network. In addition, it is noted that maintaining the conditions in their current restrictive form would unduly delay the applicants ability to market and develop land within the community growth area which will have been fully remediated and prepared to receive development. The proposed conditions are also considered to meet the six tests as set out in Circular 4/1998.

As the application is made under Section 42 of the Act, a favourable determination is in effect the grant of a new permission and, other than the conditions for which the specific amendments have been sought, all other conditions relating to the earlier permission require to be re-stated.

In response to the points raised in the letter of objection these matters have been addressed in the above assessment.

Recommendation and Reasons for Decision

Having given consideration to the above assessment, it is found that the proposal complies with the policies and guidance of the Council. It is therefore recommended

that the application should be approved, subject to conditions, and a Section 75 Agreement.

Recommendation

**GRANT SUBJECT TO CONDITIONS
AND SECTION 75 AGREEMENT**

Conditions & Reasons

Other Action

1. That the terms of the Section 75 Agreement attached to planning permissions 06/0602/PP and 12/0584/PP be re-applied to this permission.

Reason for Decision.

1. The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

Conditions and Reasons

1. The consent hereby approved shall comprise a maximum of 2500 residential units, 154,179 square metres of employment, commercial and community development of which 138,000 square metres shall be Industrial (Class 5)/Business (Class 4) floorspace, and local retail provision which shall not exceed 1000 square metres gross floorspace. For the avoidance of doubt the consent hereby approved does not grant consent for a landfill facility nor to remediation-related earthworks which shall require to be the subject of separate application to, and the approval of the planning authority.

Reason: To define the permission and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

2. The disposition of the land uses hereby approved shall accord with those demonstrated in Figure 3.1, Figure 3.2 and Figure 3.3 of the Cass Associates Revised Masterplan Statement dated September, 2008.

Reason: To define the permission and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

3. The gross plot areas of the land use development areas shall not exceed those levels demonstrated in Figure 3.16, the maximum gross density of development areas shall not exceed the levels demonstrated in Figure 3.17, and the maximum ridge height of any building within the land use development areas shall not exceed the heights shown in Figure 3.18 all contained within the Cass Associates Supplementary Environmental Information Report dated September, 2008.

Reason: To define the permission and to ensure that the development hereby approved remains consistent with the supporting Environmental Statement.

4. No building, use or other activity within the development hereby approved, other than those within the boundary of and associated with the Environmental Test Facility, shall be occupied or brought into use until it has been demonstrated to the written approval of the planning authority that the building, use or activity is acceptable in respect of any explosives licensing regime which may be in force at the time and as defined by the Health and Safety Executive Explosives Inspectorate.

Reason: In the interests of the safety of the occupants and users of the buildings and site and to ensure that all relevant explosives licences are surrendered or modified in accordance with the building decommissioning, decontamination and demolition activities and the new use of the site.

5. That within 3 years of the date of this permission, an application for approval of reserved matters specified in condition 51 below for phase 1 shall be made to the Planning Authority. Thereafter application for all of the remaining reserved matters shall be made within 15 years of the date of this consent.

Reason: To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.

6. That the development hereby permitted shall be started either within 5 years of the

date of this permission or within 2 years of the date on which approval is given for the reserved matters for the first phase of development as identified in Condition 7 and as specified in condition 51 below whichever is the later.

Reason: To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.

7. That prior to the submission of any of the reserved matters detailed below, the developer shall agree in writing with the Planning Authority the following:-

- a. proposals for the phased submission of the additional technical reports, risk assessments, method statements, management plans, and monitoring and verification reports.
- b. proposals for the phased submission of reserved matters;
- c. proposals for the phased submission of development briefs for each development sub-area ;
- d. proposals for the phased development of the site which shall generally accord with that shown on Figure 4.2 of the Revised Masterplan Statement;
- e. a contextual masterplan for the core development area, structural landscaping along the main road corridors, development approaches and within the core development area and design codes for each of the development sub-areas;
- f. a strategy to demonstrate how a linked network of roads, footpaths and cycleways will serve the new development and which shall inform reserved matters applications;
- g. a Traffic Management Plan for the site which shall address the points of access, movement and routes for construction vehicles and which shall be reviewed on an annual basis at the anniversary of the date of this permission. Management of traffic shall thereafter take place in accordance with the approved Plan and any subsequent amendments.

Thereafter the development shall proceed solely in accordance with the approved phasing proposals, plans, strategies and method statements, and development briefs unless first agreed in writing with the Planning Authority.

The details submitted in terms of c. above shall provide that a development brief for each

of the development areas defined in Figure 3.1 (Land Use Plan) of the Revised Masterplan Statement shall be submitted and approved in writing prior to the submission of reserved matters in respect of each development area. The development briefs shall set out the design philosophy, and planning parameters for each development sub-area in amplification of the the broad land use zonings of the Land Use Plan and shall address the residential, business, village centre and the parkland uses.

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

8. Unless otherwise agreed in writing by the Planning Authority, after consultation with Transport Scotland - Trunk Road Network Management Directorate, the proposed development shall not exceed the following limits:-

Phase 1 - Up to 411 units Residential Units and 50,000 square metres of Employment floorspace.

Full Development - Up to 2500 units Residential Units and 138,000 square metres of Employment floorspace.

Reason: To restrict the scale/mix of the development to that suited to the layout of the access and other junctions, and to minimise interference with the safety and free flow of traffic on the trunk road.

9. Prior to the occupation of the 412th Residential Unit and at all times thereafter, there shall be a minimum of 10ha of Serviced Employment Land delivered to the satisfaction of the Planning Authority in consultation with Transport Scotland Trunk Road Network Management Directorate.

Serviced Employment Land will be a designated area where all of the following are provided at the boundary of the relevant parcel:

- all necessary road links/footpaths/cycleways,
- foul and surface water drainage,
- connection points to the utility services network.

Reason To restrict the scale/mix of the development to that suited to the layout of the access and other junctions, and to minimise

interference with the safety and free flow of traffic on the trunk road.

10. No part of the built development shall be occupied until a contribution framework for mitigation measures which improve the capacity on the M8 between Junction 26 Hillington and Junction 29a Bishopton or any other agreed works has been submitted to, and agreed in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The contribution framework thereafter agreed shall be fully implemented in the approved manner.

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

11. That prior to the occupation of:

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

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

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

12. Prior to the occupation of the 1200th 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 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 Network Management Directorate, to a design commensurate with the demand identified through an agreed Transport Assessment.

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

13. Prior to the commencement of any development on the site details of the provision of either new or extended bus services within the development, including details of operating hours, frequency of services, route and timescale for introduction, together with evidence of an agreement with a public transport operator to provide this service, shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland Trunk Road Network Management Directorate.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.

14. Concomitant to the phases of development the agreed bus services referred to in Condition 13 shall be introduced.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.

15. Prior to the commencement of any development on site a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car shall be submitted to and approved in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The Travel Plan shall identify measures to be implemented; the system of management, monitoring, review and reporting; and the duration of the plan. Specifically the Travel Plan shall include formal implementation and monitoring reports together with proposals to address any identified shortfalls in the Plans objectives.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.

16. Concomitant with the submission of details in accordance with Condition 7, the applicant shall submit details for the written approval of the Planning Authority defining the vertical and horizontal alignment of the Northern Access Road. The details shall require to demonstrate to the approval of the Planning Authority that the alignment is the best practical option which

takes into consideration the requirement to minimise its visual impact on the landscape, the requirement to minimise its impact on nearby residential premises, and the requirement to establish a defensible edge to the green belt boundary. The submission shall include an assessment of the three options previously identified including mitigation measures to address visual impact, impact on amenity and relationship to the settlement boundary and an investigation into the possibility of reducing the extent of lighting infrastructure whilst remaining consistent with road traffic safety.

Reason: It has not been conclusively proven that the proposed alignment meets all the necessary requirements and to allow this matter to be considered further.

17. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted plan shall include details of:

- Profiles and dimensions of all water bodies
- Details of reed planting
- Revisions to the Bird Management Plan should they be required following on from the detailed SUDS design.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at www.aoa.org.uk/publications/safeguarding/asp).

18. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and

Building Design' (available at www.aoa.org.uk/publications/safeguarding.asp). These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Aquatic and marginal planting around new and existing water bodies

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

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

19. No building or structure associated with the development hereby permitted shall exceed the Obstacle Limitation Surfaces as shown on the attached plan as follows:

- Any development, including construction equipment, on the site beneath the Inner Horizontal Surface (IHS) must be kept below 50.50m AOD
- Any development, including construction equipment, on the site beneath the Conical Surface must be kept below 50.50m AOD to 155.50m AOD
- Any development, including construction equipment, on the site beneath the Outer Horizontal Surface must be kept beneath 155.50m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

20. Prior to the commencement of development on site, an Ecological Design and Management Plan shall be prepared by the applicant, the scope, content and means of implementation of which shall be agreed in writing by the Planning Authority in consultation with Scottish Natural Heritage. The purpose of this document shall be to address the legislative, licensing and mitigation requirements of protected species

including European Protected Species, and to ensure optimal management for the full range of habitats and species present on site throughout the lifetime of the development. The Plan shall establish clear lines of responsibility and be subject to regular update and review. The implementation of this Plan shall be overseen by a qualified ecologist. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the site's natural heritage interest.

21. Prior to any works commencing on site, and in addition to the Ecological Design and Management Plan, a detailed Badger Management Plan the content of which shall be submitted for the agreement and subsequent written approval of the Planning Authority in consultation with Scottish Natural Heritage. The purpose of this document will be to manage the complex issue of mitigating the loss of badgers setts and access to foraging territory throughout the lifetime of the proposal and will form the basis of all badger development license applications to SNH. The implementation of this Plan, including regular update and review will be overseen by a qualified ecologist. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

22. That prior to any development works being undertaken, the applicants shall submit plans detailing fully the proposed extent of woodland clearance and retention, the content of which shall be agreed in writing by the Planning Authority in consultation with SNH. These plans should concentrate on retaining screening of the new development site from views from the north, and establishing the extent to which views from the west will remain screened post-decontamination. The plans thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

23. Prior to any works commencing within the development site, the applicants shall submit detailed plans for the written approval of the Planning Authority in consultation with SNH on the proposed extent of structural landscape elements within the settlement expansion

area. The plans thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

24. Prior to the commencement of development on site, the applicant shall submit a revised Flood Risk Assessment demonstrating effective management of the flood risk in line with SPP7:Planning and Flood Risk to the satisfaction of the Planning Authority in consultation with the Scottish Environmental Protection Agency. The terms of the assessment thereafter agreed shall be implemented on site in the approved manner

Reason: To demonstrate compliance with SPP7.

25. Prior to development commencing on site, the applicants shall submit a surface water drainage strategy outlining the structures and methods to be implemented for the written approval of the Planning Authority in consultation with SEPA. The structures and methods thereafter agreed shall be implemented in the approved form.

Reason: To ensure that the proposed activities which require authorisation under CAR are capable of being licensed as per best practice in Planning Advice Note 51:Planning, Environmental Protection and Regulation.

26. Prior to any works commencing on site, the applicant shall submit a revised risk assessment regarding the impact of the proposed remediation on the water environment for the written approval of the Planning Authority in consultation with SEPA. The terms of the assessment thereafter agreed shall be implemented in the approved manner.

Reason: To ensure that the Council's responsibilities under Water Environment and Water Services (Scotland) Act 2003 concerning the protection of the Water Environment are met.

27. Prior to the commencement of each identifiable development phase a Construction Noise and Vibration Management Plan shall be submitted to and approved in writing by the Planning Authority. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To minimise disturbance and disamenity to residents from noise and vibration associated with construction/demolition works.

28. Prior to any remediation activities commencing on site, further site investigation works shall be undertaken across the site in order to inform detailed remediation design and further characterise contamination issues and the hydrogeological regime on the site. The scope and assessment of the physical works shall be submitted to and approved in writing by the Planning Authority before the commencement of the works.

Reason: To ensure that additional information gained from the site investigation works provides sufficient information to allow a robust detailed remediation scheme to be designed.

29. Prior to any remediation works commencing, the resulting information gained from the works required by Condition 28 shall be combined with the existing information and detailed Quantative Risk Assessments and suitable interpretation of such assessments shall be undertaken with respect to various receptors as shall be agreed in writing with the Planning Authority.

Reason: To ensure that an appropriate level of assessment of the information to be generated is undertaken and to ensure that the data is considered within the context of the existing data.

30. Prior to any remediation works commencing on site, detailed Quantative Risk Assessment for soils across the whole site with respect to potential risks to the Water Environment and suitable interpretation of such assessment shall be undertaken and shall be submitted for the written approval of the Planning Authority in consultation with SEPA.

Reason: To ensure that the impact of the soil contamination on the Water Environment is considered.

31. Prior to any remediation works commencing on site detailed Quantative Risk Assessment for explosive contaminants in water shall be undertaken, that adheres to the UK and European risk based procedures, and shall be interpreted accordingly. Methods for the Risk Assessment shall be agreed in writing

with the Planning Authority in consultation with SEPA prior to works commencing.

Reason: To ensure that the impact of explosives in the Water Environment are appropriately considered.

32. Prior to any remediation works commencing on site, a Conceptual Site Model for the hydrological regime shall be further developed to include, as a minimum, cross sections and groundwater flow contours and other items as shall be agreed in writing by the Planning Authority in consultation with SEPA.

Reason: To ensure that the hydrological regime of the site is appropriately characterised.

33. Prior to the commencement of any remediation activities, details shall be submitted for the written approval of the Planning Authority to demonstrate that the design, uses and activities proposed within the development has taken into consideration its interaction with any residual contamination being left in situ so that significant pollutant linkages are not created to human health, the Water Environment, proposed structures, services, hard and soft landscaping, existing features that are proposed to remain on the site, and any other receptor agreed with the planning authority in consultation with SEPA.

Reason: To ensure that existing and proposed structures, drainage schemes and networks, utility equipment, landscaping, existing local water features etc are not impacted during and after the development by any residual contamination proposed to be left in situ.

34. Prior to any demolition, clearance, building, decontamination or other works commencing on site a Site Clearance Method Statement shall be submitted to and approved in writing by the Planning Authority. This shall specify working methods with respect to proposed building decontamination, mitigation measures to be implemented, points of construction access, the parts of the site to be used for site huts, storage of materials and plant and parking of employees cars during the demolition and construction period, and any proposal for fencing of a site compound. No buildings or other structures shall be decontaminated until the Site Clearance Method Statement has been approved.

Reason: To ensure satisfactory provision in relation to adjoining properties and circulation within the site, and to safeguard amenity and to ensure no nuisance or disamenity to local residents or the community.

35. No development shall commence until a final detailed Remediation Method Statement providing all remediation requirements has been submitted to and approved in writing by the Planning Authority. The Remediation Method Statement shall be compiled using the information obtained from the various stages of site investigation and refined Conceptual Site Model to inform the method and location of remedial measures and shall contain finalised proposals for monitoring and verification of the recommended remediation process.

Reason: To ensure that an appropriately detailed remediation strategy is designed and approved, to ensure that appropriate steps are taken to remediate the site and in the interests of environmental and public safety.

36. No development shall commence in an identified phase, other than development connected with the remediation works, until the completion of the remediation process on that identifiable development phase. Upon the completion of the remediation works in that phase, a Validation Report shall be submitted for the written approval of the Planning Authority which confirms that the required works regarding contamination have been carried out in accordance with the Remediation Method Statement for that subject phase. Post remediation sampling and monitoring results shall be included in the Validation Report to demonstrate that the required remediation has been fully undertaken. Future monitoring proposals and reporting shall also be detailed in the Validation Report.

Reason: To ensure that appropriate steps have been taken in respect of remediation and the appropriate levels have been achieved in the interests of environmental and public safety.

37. Prior to the commencement of development a finalised Monitoring Plan shall be submitted for the written approval of the Planning Authority. This shall cover all works being proposed and specifically address the remediation works. The Monitoring Plan shall

include; groundwater and surface water sampling and monitoring proposals; drainage details, location of air, dust, vapour, gas odour and noise monitoring equipment, type of equipment to be used, frequency of monitoring, and details of an Action Plan to be implemented should monitoring indicate conditions likely to cause disamenity to local residents and/or the Water Environment. The Monitoring Plan shall also address provisions for monitoring to be undertaken after remedial works have been completed.

Reason: To safeguard the Water Environment and the amenity of nearby residents during and after development.

38. Prior to any demolition, clearance, building or other works commencing, a Water Management Plan to protect the groundwater and the local surface water features on and immediately surrounding the site from materials during remediation, excavation and demolition shall be submitted for the written approval of the Planning Authority in consultation with SEPA. This shall be fully compliant with the Water Environment (Controlled Activities) (Scotland) Regulations 2005 and shall take cognisance of relevant SEPA PPG notes. This document shall be updated throughout the term of the project and shall be submitted for the written approval of the Planning Authority prior to works commencing and at intervals agreed in writing by the Planning Authority in consultation with SEPA.

Reason: To ensure satisfactory means of drainage to prevent pollution of local water features and be protective of the general Water Environment.

39. Prior to the commencement of development, a Scheme for the Provision and Implementation of Pollution Control of the Water Environment, which shall include drainage, shall be submitted for the written approval of the Planning Authority. The scheme/works thereafter agreed shall be constructed and completed in accordance with the submitted plans.

Reason: To ensure a satisfactory method of drainage and to prevent the increased risk of pollution to the Water Environment.

40. Prior to the commencement of development a Logistic Management Plan

shall be submitted for the written approval of the Planning Authority. This shall detail controls and monitoring of vehicle deliveries to the site including the use of wheel washing equipment and material removals from the site and will be in accordance with the Site Clearance Method Statement as required by Condition 34. The Logistic Management Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the amenity of local residents and businesses and to accord with the proposals in the Site Clearance Method Statement.

41. Prior to any demolition, clearance, building or other works commencing on site, a Materials Handling Method Statement specifying the provisions for the storage of demolition materials, excavated spoil and imported materials shall be submitted for the written approval of the Planning Authority. Thereafter all works shall be undertaken in accordance with the approved methodology.

Reason: To prevent the increased risk of cross contamination of materials during remediation and development, to reduce any impact of storage of materials on the Water Environment and, to reduce any potential impact of storage of materials on the local community via airborne dust generation and surface water runoff to adjacent properties.

42. Prior to the importation of any topsoil materials, details of the supplier and confirmation of the source(s) of any topsoil material shall be supplied in writing to the Planning Authority. The topsoil shall be free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882:2007 - Specification for Topsoil. A description of the soil materials shall be forwarded to the Planning Authority based on BS 5930: Code of Practice of Site Investigations before they are imported onto the site.

Reason: To ensure that no contaminated materials are brought on to the site.

43. Any earthwork materials brought on to the site shall be subject to appropriate sampling and analysis by a suitably qualified person. Details of the sampling and analysis shall be submitted for the approval of the Planning

Authority as part of the Validation Report. Sampling and analysis certificates submitted by the supplier will not be accepted.

Reason: To ensure that any materials brought onto the site are not contaminated.

44. Sampling of earthwork material imported on to the site of the development shall comprise a random sample for every 500 cubic metres of material from a single source. Material from a single source means the location at which the material was loaded on to the truck prior to delivery at the site.

Reason: To check the quality of soils and materials being imported on to the site.

45. Prior to the commencement of development, excluding demolition, details of an appropriate accredited laboratory, the analytical suite to be utilised in testing, and the appropriate target levels, shall be submitted for the written approval of the Planning authority and such details shall thereafter be submitted in accordance with the Remediation Method Statement. A proportion of samples, to be specified in the Remediation Method Statement, and agreed with the Planning Authority, shall be submitted to an independent accredited laboratory.

Reason: To check the quality of soils and materials being imported on to the site and validate the results of analysis undertaken.

46. Prior to the commencement of construction of each phase of the proposed development, the applicant shall undertake a detailed noise assessment to determine the impact of road traffic noise on the proposed dwellings within that development using the principles set out in 'Calculation of Road Traffic Noise' (DoT/Welsh Office, HMSO, 1988). The assessment shall take account of the assessment methodology as set out in Planning Advice Note 56 'Planning and Noise' (PAN56), British Standard BS8233:1999 'Sound Insulation and Noise Reduction for Buildings' and the World Health Organisation's 'Guidelines for Community Noise'. The assessment shall identify the Noise Exposure Category (NEC) specified in Planning Advice Note 56 'Planning and Noise' within which the development will fall. If any dwellings or noise sensitive premises falling within category B or C then a scheme for protecting the proposed dwellings from road traffic noise shall be

included as part of the noise assessment and the scheme shall ensure that the internal levels with windows closed do not exceed 40dB daytime and 35 dB night-time and the external levels do not exceed 55 dB daytime in any rear garden areas when measured as LAeq,09:00-21:00. No noise sensitive development shall take place within NEC D.

Reason: To ensure that as development proceeds, and upon its completion, residents are protected from excessive road traffic noise.

47. From the date of commencement of development, the details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site, and shall remain so displayed unless otherwise agreed in writing by the Planning Authority.

Reason: In the interests of local amenity.

48. No work or other activities involving the use of heavy plant and equipment shall take place on site on Sundays or Bank Holidays, and all work and other activities involving the use of heavy plant and equipment on other days shall be confined to the following hours:
7.30a.m. until 6.00p.m. Monday - Friday
7.30a.m. until 1.00p.m. Saturdays
unless otherwise agreed in writing with the Planning Authority for activities such as the rail bridge construction and the construction of the access road.

Reason: To safeguard the amenity of nearby residents during development.

49. No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service,

Reason: To ensure that any sensitive archaeological remains or artefacts, affected by the proposed demolition and redevelopment, can be adequately recorded.

50. Prior to or in conjunction with any application for approval of reserved matters, details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, shall be submitted to and approved by the planning authority, and the completed development shall accord with those details.

Reason: To ensure that the development complies with the on-site carbon emissions targets of SPP6.

51. That before development starts within each development phase or sub-area a written application and plans in respect of the following reserved matters 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 enable the Planning Authority to consider these aspects in detail.

52. Before the submission of any of the reserved matters, a scheme for off-site improvements to roads, junctions, footpaths and cycleways (including links into the site) shall be agreed in writing with the Planning Authority. This scheme shall be accompanied by a programme of improvement works and the development shall proceed solely in accordance with this programme. The scheme will inform the subsequent submission of reserved matters.

Reason: In the interests of pedestrian and traffic safety.

53. Not more than 50 dwellings shall be occupied, or new building floorspace to be brought into use (other than those within the boundary of and associated with the Environmental Test Facility), until the southern access road and associated rail bridge is constructed and available for use in accordance with details in planning permission 11/0630/PP granted on 31/10/2011.

Reason: In the interests of traffic safety and in the interest of amenity.

54. Access and egress to and from the development from Rossland Crescent and Newton Road shall be restricted to pedestrian and cycle traffic only. Access to and from the development via Station Road shall be restricted to walking, cycling and public transport traffic, to traffic related to the park and ride facility, and traffic serving the local village centre car parks only (as identified in Figure 3.3 of the Revised Masterplan Statement). Measures to control the use of the access shall be submitted for the written approval of the Planning Authority and thereafter the measures shall be implemented in accordance with a programme which shall be agreed in writing with the Planning Authority before any building is occupied.

Reason: In the interests of traffic safety and in the interests of amenity.

55. Before any of the proposed development is occupied a bus and Park and Ride strategy shall be submitted to and agreed in writing by the Planning Authority. The strategy shall include measures for the phased introduction of bus services as referred to in Condition 13, details of bus infrastructure (including bus turning area/layover) and details of the phased

construction of the Park and Ride facility. The development shall thereafter proceed in accordance with the approved strategy.

Reason: In the interests of traffic safety and in the interests of amenity.

56. Not more than 900 residential units or 59,900 square metres of employment/community floorspace shall be occupied until the northern access road has been constructed and brought into use to the written approval of the Planning Authority.

Reason: In the interest of traffic safety and in the interests of amenity.

57. At any time as may be specified by the Planning Authority before completion of the development, the applicant shall undertake an Air Quality Survey which satisfies the Planning Authority that the Local Air Quality Management Objectives for the pollutants specified in the Air Quality Regulations, made under Part IV of the Environment Act 1995, will not be exceeded at the proposed development. The survey and report shall use a method based on the principles set out in the Scottish Government Publication "Local Air Quality Management Technical Guidance LAQM>TG(03)" or a method that has been agreed with the Planning Authority.

Reason: To protect Local Air Quality and to safeguard neighbouring residential amenity.

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

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 16/0905/PP



Renfrewshire
Council

KEY INFORMATION

Ward

4 Paisley North West

Applicant

AS Homes (Scotland) Ltd
205 St Vincent Street
Glasgow
G2 5QD

Registered: 09/01/2017

Report by Director of Development and Housing Services

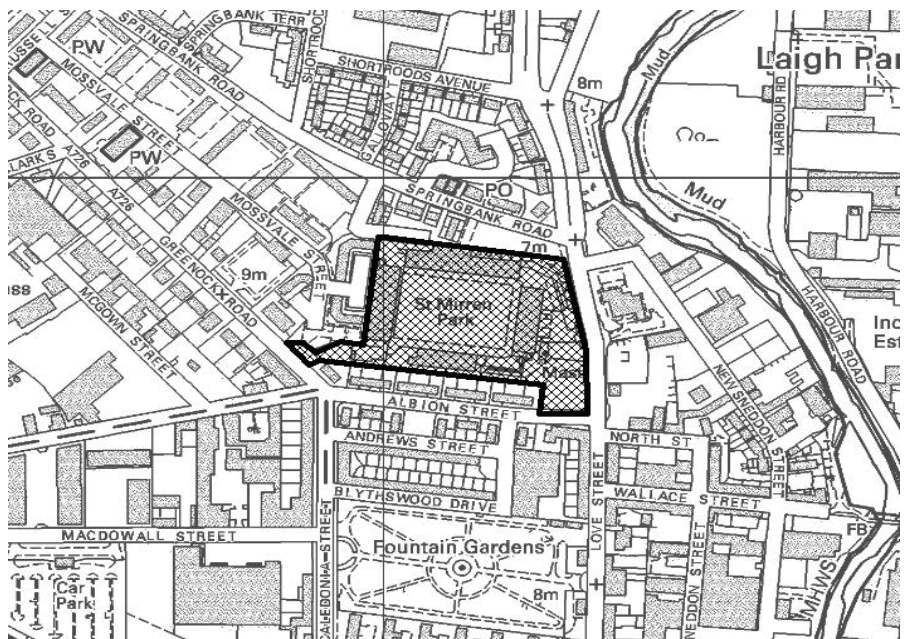
PROPOSAL: ERECTION OF RESIDENTIAL DEVELOPMENT WITH ASSOCIATED CAR PARKING, LANDSCAPING AND VEHICULAR AND PEDESTRIAN ACCESS (IN PRINCIPLE) – REGULATION 11 APPLICATION TO RENEW PLANNING PERMISSION 13/0431/PP

LOCATION: FOOTBALL GROUND, LOVE STREET, PAISLEY, PA3 2EA

APPLICATION FOR: APPROVAL OF MATTERS SPECIFIED IN CONDITIONS

RECOMMENDATION

Grant subject to conditions.



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Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals relate to residential development, the principle of which has previously been assessed as being appropriate and the only matters to be considered relate to the specific conditions attached to the permission.
- There has been one letter of representation in respect of access.
- The submitted details in terms of siting, design, layout, form, finishing materials and density are all considered to be acceptable and demonstrate general conformity with the criteria set out in the New Development Supplementary Guidance.
- The application has come before this Board because of a 'technical' objection from a statutory consultee (HSE).

Description

This application seeks approval of matters specified in conditions for the erection of a residential development comprising 132 dwellinghouses with associated infrastructure at the former St. Mirren football stadium at Love Street, Paisley. Planning permission in principle was originally granted for residential development at this location in 2010, with the latest renewal of consent, to which this Approval of Matters Specified in Conditions application relates (16/0644/PP) being granted in December, 2016.

This application seeks approval for the development layout, including the erection of dwellings; the means of access to the site; the provision of an equipped play area; landscaping; drainage works; noise assessments; an air quality assessment and; a drainage assessment.

The former stadium has been dismantled and some of the debris has been removed off-site with the remainder being accommodated within a number of grassed mounds. The site is bounded to the north, south and west by residential development and to the east by a resource centre and business and industrial uses.

History

04/0599/PP - Class 1 retail superstore & ancillary car parking, landscaping, petrol filling station & ancillary works. Granted subject to conditions August 2006. This permission was subsequently revoked as a pre-requisite of the approval of the retail consent (08/1056/PP) for Wallneuk Road.

08/1055/PP - Redevelopment of football stadium to form residential development with associated car parking, landscaping and new vehicular and pedestrian access. (Planning permission in principle). Granted subject to conditions July 2010.

13/0013/NO - Proposal of Application Notice relating to varying condition one of consent 08/1055/PP to extend the period for lodging matters specified in conditions applications from three to six years. Accepted January 2013.

13/0431/PP - Regulation 11 Renewal Application to allow an extension of 3 years for the submission of Approval of Matters Specified in Conditions applications, as referred to in Condition 1 of planning approval 08/1055/PP for the redevelopment of football stadium to form residential development with associated car parking, landscaping and new vehicular and pedestrian access in principle. Granted subject to conditions September 2013.

16/0219/NO - Proposal of Application Notice relating to residential development. Accepted April 2016.

16/0644/PP - Regulation 11 renewal application of approval 13/0431/PP, for residential development with associated car parking, landscaping and vehicular and pedestrian access (in principle). Granted subject to conditions December 2016.

Policy and Material Considerations

Adopted Renfrewshire Local Development Plan 2014

Policy P1: Renfrewshire's Places

New Development Supplementary Guidance

Delivering the Place's Strategy: Places Development Criteria and Places Checklist

Delivering the Environment Strategy: Pipelines and Controls of Major Accident Hazards

Material considerations

Renfrewshire's Places Residential Design Guide

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 comments of the consultees, the history and physical attributes of the site and any representations received.

Publicity

Neighbour notification has been carried out in accordance with statute.

Objections/ Representations

One letter of representation has been received which sought clarification on the retention of an access gate at Caledonia Court.

Consultations

Director of Community Resources (Environmental Services) - No objections.

Director of Community Resources (Design Services) - No objections.

Director of Community Resources (Roads Traffic) - No objections.

Glasgow Airport Safeguarding - No objections.

Health and Safety Executive - Advise against, however the application shall not require to be referred to Scottish Ministers for approval.

Summary of main issues

Design and Access Statement - The applicant's Design and Access Statement evaluates the site within its wider context and identifies key features and assets in accordance with the relevant policies and guidance, both national and local. The history of the site is also explored as well as existing and proposed access arrangements and the resultant proposed design concept.

Report on Road Traffic and Builders Merchant Sound - The applicant's Report on Road Traffic and Builders Merchant Sound identifies road traffic noise on Love Street as having the greatest potential impact on the development. Mitigation against the impact of this noise is proposed in the form of an acoustic barrier within applicable gardens and the installation of specialised glazing in the bedrooms of affected plots.

Drainage Impact Assessment - The Drainage Impact Assessment does not consider there to be a surface water flood risk. Surface water runoff from the site is also likely to drain to the existing combined sewer as per the previous use of the site. Two drainage strategy options are considered, subject to agreement with Scottish Water, with excess flows to be detained on site using a combination of swales, porous paving and sub-surface storage.

Air Quality Assessment - The applicant has submitted an Air Quality Assessment which categorises impact magnitude for sensitive receptors as negligible. No significant air quality impact is predicted on future or existing residents as a result of the development.

Environmental Statement - N/A

Appropriate Assessment - N/A

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

The application site is covered by Policy P1 of the Adopted Local Development Plan which presumes in favour of the continuance of built form, where that built form would be complementary to and compatible with existing surrounding development and is also identified within the Council's Effective/Established Land Supply Housing Land Audit as suitable for Housing. As such the proposal is considered to remain consistent with the provisions of the Adopted Renfrewshire Local Development Plan.

In order to establish whether the development complies fully with Policy P1, assessment must be made against the relevant criteria as set out in the New Development Supplementary Guidance. The New Development Supplementary Guidance and associated Residential Design Guide identify a checklist of design considerations which form the basis of good place design. This checklist has been prepared within the context of the Scottish Government publications on Designing Streets and Designing Places, and the assessment will be structured around these considerations.

Context and Character

The proposed development has been designed to respect the site and its surrounding context in terms of density and built form, creating a sense of space with an inclusive character. The layout has also demonstrated integration with its surroundings, by reinforcing connections where possible and establishing new connections, creating a suitable level of permeability.

Access and Connectivity

The proposed development connects with the road, cycle and pedestrian network within the wider area and sees the creation of improved linkages to the existing network. The existing linkage from Caledonia Court to Greenock Road at Caledonia Court will also be retained and enhanced, addressing the concerns of the representee. Overall, it is therefore considered that the level of permeability created by the development would be sufficient to allow suitable access and connectivity options for residents of the development itself and those within its vicinity.

Layout and Built Form

The proposed layout is considered to respond to its location by providing an active frontage onto Love Street, Albion Street and Springbank Road. Parking arrangements on frontages are minimised on site boundaries to allow for a more

inclusive development. A sufficient mix of housing style and finish along these frontages has also been demonstrated, with suitable separation distance between gables. Landscaped boundary treatments directly fronting these key routes will further create interest and a sense of place.

Behind the frontage the internal layout is considered to respond to the Residential Design Guide specification. In this respect, a varied street arrangement is proposed which largely avoids cul-de-sacs. This will allow for permeability through the site, whilst contributing to a sense of place. There are also variations to surface materials and the incorporation of shared surface areas within the layout. This will foster pedestrian friendly streets where motor vehicles do not have priority. Internally the streets are also defined by a well structured building layout. The location and design of all garden walls and fencing is also considered to be appropriate, with a clear distinction made between public and private space.

Within the layout, each of the development plots will benefit from sufficient garden ground with at least a 9m depth of rear garden achieved throughout. In addition, there is no overlooking between properties with at least an 18m separation distance maintained between habitable room windows. The layout is also not considered to raise any overshadowing issues.

Overall the layout is also considered acceptable to the Director of Community Resources (Roads Traffic).

Environment and Community

The development layout incorporates an allocated Locally Equipped Area for Play, providing adequate provision of both amenity and recreational open space which will serve both the proposed development, and existing surrounding development. A condition is recommended to ensure that the equipment to be

installed is suitable and accessible for all users.

With regard to drainage, the Director of Community Resources (Design Services) has confirmed acceptance of the drainage documentation submitted in conjunction with this application.

Buildings and Design

The proposed layout primarily incorporates standard house types which are finished in brick with smooth grey tiles to the roof which is considered to be acceptable, contributing to the character of the area.

An adequate landscaping plan has also been provided for the development, to the satisfaction of Glasgow Airport Safeguarding.

With regard to the remaining Places Development Criteria which have not been addressed above, it is considered that adequate provision has been made for all services. There are no existing areas of open space or landscape and ecological features which require retention, and there are no surrounding land uses which will have an adverse effect on the proposed development. Overall the development proposal is considered to create an attractive and well connected street network, and will contribute to the overall character of the place as required by the Residential Design Guide. In view of the above, the proposed development is considered to comply with Policy P1 and the associated New Development Supplementary Guidance on Places Development.

In terms of the specific submissions relating to noise and air quality, these are to the satisfaction of the Director of Community Resources (Environmental Services).

With regard to the site investigation submission, insufficient detail has been provided with this application and

therefore this condition cannot be discharged as part of the current submission. Approval of these matters shall be subject to further assessment as a condition of this consent, consistent with the in principle application.

The site remains within the consultation zone surrounding the Control of Major Accidents Hazard (COMAH) operation at Murray Street. An assessment of risk carried out using the established software processes resulted in an 'advise against' recommendation from Health and Safety Executive. Given the nature of this application (approval of matters specified in principle application 16/0644/PP), which has already been referred to Ministers at the in principle stage, the Health and Safety Executive were asked for an individual response to this application. In response, whilst they have maintained their 'advise against' comments, they have confirmed that the application shall not require to be referred to Scottish Ministers for a second time.

Recommendation and Reasons for Decision

In light of the above assessment it is considered that the proposal accords with the policies and guidance of the Council and would bring about the long anticipated regeneration of a prominent site, located between Paisley Town Centre and Glasgow Airport, bringing positive benefit to the local community, visually and socially.

Notwithstanding the response from HSE, I have concluded that from a land use perspective, all other aspects of the development remain acceptable, and it is therefore recommended that the proposals be granted subject to conditions.

Recommendation

GRANT SUBJECT TO CONDITIONS

Conditions & Reasons

Reason for Decision.

1. The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

2. That no development works shall commence on site until the developer submits and has received approval in writing:-

a) a site investigation report (characterising the nature and extent of any soil, water and gas contamination within the stockpiled materials contained within the site); and, if remedial works are recommended therein

b) a remediation strategy/method statement identifying the proposed methods for implementing all remedial recommendations contained with the site investigation report all prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

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

3. Prior to occupation of any unit within an identified phase of development:-

a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy for that phase of development; or

b) if remediation works are not required but soils are to be imported to site, a Verification Report confirming imported soils are suitable for use on the site shall be submitted to the Planning Authority and approved in writing.

Reason: To demonstrate that the works necessary to make the site suitable for use have been completed.

4. That prior to completion of the development hereby permitted, all planting seeding, turfing and earth moulding included in the scheme of landscaping and planting, also hereby approved, shall be completed; and any trees, shrubs or areas of grass which die, are removed, damaged, or diseased, within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of amenity.

5. Prior to the commencement of any construction works on the play area, and notwithstanding the details shown on Drawing No. 0035ZB.01 the developer shall provide for the written approval of the Planning Authority full details of the Locally Equipped Area for Play (LEAP). The details shall demonstrate that the layout, access and equipment are suitable for use by children of all abilities and that an appropriate number of inclusive items of play equipment are installed. Thereafter, prior to occupation of the final residential unit, hereby approved, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved. Maintenance of the play area finally approved, shall be in accordance with a scheme to be agreed between the developer and the individual occupiers of the development or a factor appointed to act on their behalf.

Reason: In the interests of residential amenity.

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

The site has been visited and the photographs archived.

Planning Application: Report of Handling

Application No. 16/0878/PP



Renfrewshire
Council

KEY INFORMATION

Ward

2 Renfrew South and
Gallowhill

Applicant

Hammerson plc
10 Grosvenor Street
London
W1K4

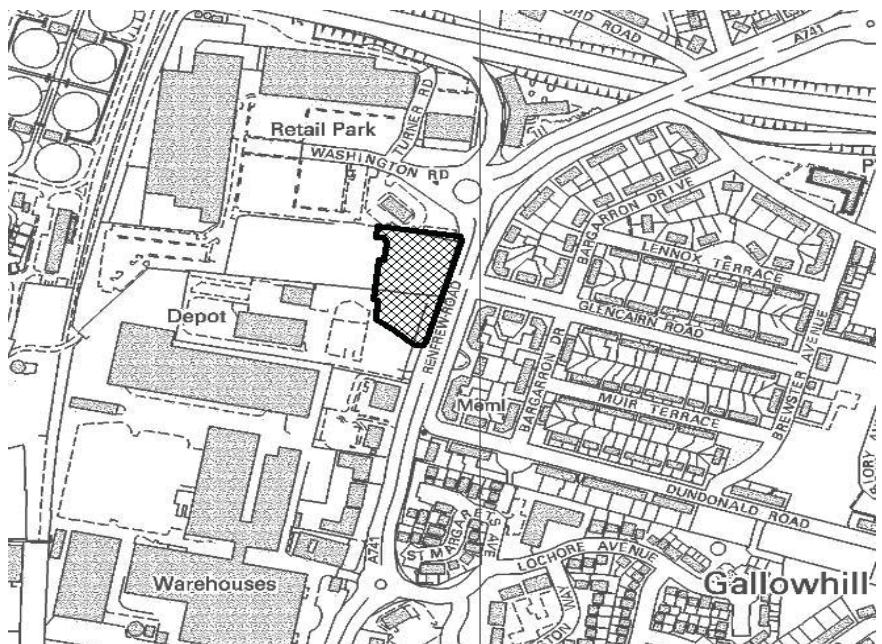
Registered: 14/12/2016

Report by Director of Development and Housing Services

PROPOSAL: ERECTION OF NON-FOOD RETAIL WAREHOUSE WITH ASSOCIATED CAR PARKING AND SERVICING (AMENDMENT TO PLANNING CONSENT 16/0355/PP TO INCLUDE A FREE-STANDING BUILDING, AMENDED FLOORSPACE LAYOUT AND ALTERATIONS TO EXTERNAL PARKING AND SERVICING LAYOUT

LOCATION: LAND TO SOUTH OF ABBOTSINCH RETAIL PARK, WASHINGTON ROAD, PAISLEY

APPLICATION FOR: PLANNING PERMISSION - FULL



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RECOMMENDATION

Disposed to Grant.

Fraser Carlin
Head of Planning and
Housing

SUMMARY OF REPORT

- The proposals relate to retail development, the principle of which has previously been assessed as being appropriate through the issuing of a recent consent for a similar suite of proposals.
- There have been no letters of representation.
- There have been no material changes in the circumstances surrounding the site which would alter the acceptability of retail development at this location.
- The proposals are considered to be acceptable in terms of siting, design, external finish and parking and traffic arrangements.

Description

Planning permission is sought for the erection of a non-food retail warehouse unit (external footprint 1858 sq m), with associated car parking and servicing on land to the south of Abbotsinch Retail Park, Washington Road, Paisley. The current application represents an amendment to the configuration of the building which was granted planning approval for a similar proposal, with an external footprint of 1394 sq m, incorporating an internal mezzanine level of 1115 sq m (16/0355/PP). Finishing materials are proposed to include blue facing brick, silver metallic wall cladding, grey composite roof cladding and a glazed shopfront.

The retail park consists of large warehouse style units arranged in a U shape around a central parking area, and selling predominantly bulky goods as required by a condition of previous planning permission. Access to the retail park is taken from Renfrew Road which bounds the site to the east, with the M8 motorway bounding the park to the north, a water treatment works to the west, and a filling station and warehousing to the south. The application site is situated in an overflow car park in the south east corner of the retail park. The closest residential properties are 40m to the east of the site beyond Renfrew Road.

History

There are a number of historical applications which relate to the expansion and alteration of Abbotsinch Retail Park. Applications which relate specifically to the site area which forms the basis of this application include:

04/1502/PP - Erection of non-food retail units, car showrooms, leisure services building, formation of new road access and associated forecourt areas, parking and landscaping works. Granted subject to conditions March 2007.

07/1114/PP - Erection of non-food retail units and leisure services building, formation of new road access and associated forecourt areas, parking and landscaping works. (Amendment to planning consent 04/1502/PP). Granted subject to conditions and a Section 75 agreement February 2010.

12/0822/PP - Variation of condition 2 of planning consent 07/1114/PP restricting the sale of goods to non food items. Granted subject to conditions March 2013.

15/0885/PP - Erection of one Class 1 retail unit, and three Class 3 food and drink units (one with drive thru). Refused March 2016.

16/0355/PP - Erection of retail warehouse (non-food), including mezzanine level. Granted subject to conditions October 2016.

Policy and Material Considerations

Glasgow and the Clyde Valley Strategic Development Plan 2012
Strategy Support Measure 11: Network of Centres Strategy

Adopted Renfrewshire Local Development Plan 2014
Policy C1: Renfrewshire Network of Centres

New Development Supplementary Guidance
Delivering the Centre Strategy: Centre Development Criteria and Commercial Centres
Delivering the Environment Strategy: Pipelines and Controls of Major Accident Hazards

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

above, the history of the site, the comments of the consultees, any representations received and any other relevant material considerations.

Publicity

Neighbour notification has been carried out in accordance with statute, with a deadline for representations to be received of 03 February 2017.

**Objections/
Representations**

None received.

Consultations

Director of Community and Resources (Traffic) - No objections.

Director of Community and Resources (Environmental Services) - No objections.

Director of Community and Resources (Design Services) - No objections.

Health and Safety Executive - Advise Against.

Summary of main issues

Drainage Assessment - The Drainage Assessment considers the existing conditions of the site and any influential features and recommends that the drainage scheme be developed and implemented as set out within the report which accords with Renfrewshire Council's guidance. It is also recommended that a suitable maintenance schedule be devised to ensure SuDS and drainage systems continue to operate as designed.

Supporting Statement & Retail Assessment - The Retail Assessment submitted with this application states that the proposal would be in accordance with the relevant policies of the Adopted Local Development Plan, that the scale and nature of the retail warehouse would be compatible with the commercial centre at Abbotsinch which provides a location for

the sale of largely bulky goods. The Retail Assessment considers that the proposal is also not considered to compromise the wider network of centres given the specialist nature of the retail park. A sequential assessment has further been provided which discounts town centre and edge of centre locations for development of the nature proposed given floorspace limitations and approved established uses. In relation to car parking, the provision made is considered to meet the applicants demands and the requirements of the Scottish Government guidelines.

Environmental Statement - N/A

Appropriate Assessment - N/A

Design Statement - N/A

Access Statement - N/A

Other Assessments - N/A

Planning Obligation Summary - N/A

Scottish Ministers Direction - N/A

Assessment

Strategic Development Plan

With regard to retail developments, while re-affirming the need to arrest the decline of traditional town centres, the Strategic Development Plan states that Local Development Plans should be the primary vehicle to assess such developments and to manage strategic centres. This view essentially places reliance on Local Development Plans to provide the necessary assessment for retail developments.

Adopted Local Development Plan

The current application seeks planning approval for the erection of a non-food retail warehouse building as an amendment to a previously consented unit (including mezzanine) at this location, through planning approval 16/0355/PP. The principle of such development has therefore been agreed as an extension to

the existing retail park. Consideration, therefore requires to be given to any impact the amended scheme would have on the road network, parking provision for the development itself and the wider retail park as well as any amenity concerns.

The centre is utilised as an established retail warehouse park which provides a location for retail development that cannot typically be located within Renfrewshire's Town Centres. The applicant has re-affirmed that the unit proposed would be occupied by an operator which would be suited to a retail warehouse park given the nature of the goods for sale, in this case furniture, which due to physical structure and floorspace limitations in place at available units, could not readily be stored or displayed within a traditional town centre location. The nature of the goods for sale would also contribute to the existing range of goods for sale at this location, maintaining the centres attractiveness and viability as an out of town retail centre. In this regard, the applicant has suitably demonstrated that there would be no significant adverse impact upon the role and function of Renfrewshire's network of centres as a result of the current proposals, primarily Paisley Town Centre which offers a range of uses, retail being only one of its roles, with the retail focus not on goods such as those to be sold within the development currently proposed. In relation to the Phoenix and Braehead which are also identified as out of town and commercial centres, it is not considered that the proposal would undermine the continuing operation of either of these centres which are currently operating at low vacancy rates.

The design of the building, its scale and the proposed use of materials are considered appropriate for the location without detriment to the wider retail park or surrounding land uses, despite occupying a larger overall footprint (at ground level only as the mezzanine level has been omitted) than that which was originally

approved. In terms of positioning of the unit, separate from the main block of units and the necessary reconfiguration of the access arrangements and parking provision, the Director of Community Resources (Roads Traffic) has sought confirmation from the applicant that the loss of parking provision to serve the overall development can be mitigated. In this regard, the applicant has opted to encourage sustainable travel patterns in accordance with national policy and has confirmed their intention to make a financial contribution to the Council, through a Section 69 Legal Obligation to deliver improvements to the local network for public transport accessibility (i.e. pedestrian crossings and bus stops).

In terms of drainage from the site, the Director of Community Resources (Design Services) has confirmed no objections to the proposals.

The application site also falls within the inner zone of a COMAH site. The resultant consultation response from the Health and Safety Executive (HSE) has therefore been to advise against development. It should be noted that consent has previously been granted at this location for development of the same nature, following referral to Scottish Ministers.

Recommendation and Reasons for Decision

In light of the above, the proposals are considered to suitably comply with the relevant policies and guidance of the Strategic and Adopted Local Development Plans and the New Development Supplementary Guidance.

Notwithstanding the response from HSE, I have concluded that from a land use perspective, all other aspects of the development remain acceptable, and I would therefore recommend that it be disposed to grant planning permission subject to conditions.

Recommendation

DISPOSED TO GRANT

Conditions & Reasons

Other Action

1. This application requires to be referred to the Scottish Ministers because the Health and Safety Executive have advised against the development.

2. A Section 69 Agreement requires to be entered into with the applicant to secure the appropriate contribution in terms of improvements to sustainable transport provision.

Reason for Decision.

1. The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

2. The retail use hereby approved shall be limited to the sale of furniture and associated goods, with a maximum gross floor area of 1858 square metres.

Reason: To define the consent, to allow the Planning Authority to retain effective control, and to ensure that the proposals do not adversely impact of the approved network of centres.

3. Prior to the commencement of any construction works on site, a scheme of landscaping shall be submitted to and approved by the Planning Authority. The scheme shall include:

- (a) details of any earth moulding and hard landscaping, grass seeding and turfing;
- (b) a scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted;
- (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their protection in the course of development, and
- (d) details of the phasing of these works;

Thereafter, all landscaping works, shall be implemented in accordance with the approved

detail, prior to the commencement of trading of the units hereby approved.

Reason: In the interests of the visual amenity of the area.

4. Prior to the commencement of any construction works on site, details shall be submitted for the written approval of the Planning Authority, of all proposed boundary treatments. Thereafter, only the approved details shall be implemented in the development of the site.

Reason: In the interests of the amenity of the site and the surrounding area.

5. That all drainage works to be implemented within the application site to accommodate the development, shall be in accordance with the approved Drainage Assessment, dated May 2016 and produced by Waterman.

Reason: To ensure that drainage for the site is provided in accordance with the approved plans.

6. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the site and shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: It is necessary to manage development in order to minimise its attractiveness to birds with could endanger the safe movement of aircraft and the operation of Glasgow Airport.

7. That no development shall commence on site until the written approval of the Planning Authority is obtained for:-

- a) a site investigation report (characterising the nature and extent of any soil, water and

gas contamination within the site); and, if remedial works are recommended therein
b) a remediation strategy/method statement identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report prepared in accordance with current authoritative technical guidance.

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

8. Prior to occupation of any unit hereby approved, the developer shall provide for the written approval of the Planning Authority:-

a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy; or
b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use.

Reason: To ensure the site is made suitable for the development hereby approved.

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

The site has been visited and the photographs archived.