

Planning Application: Report of Handling



Reference No. 23/0283/PP

Renfrewshire Council

KEY INFORMATION

Ward: 2 Renfrew South and Gallowhill

Applicant:
Renfrewshire Council

Registered: 29/05/2023

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of a secondary school and community campus with associated external amenities including landscaping, access, parking, and sports pitches.

LOCATION: 111 - 113 Renfrew Road, Paisley, PA3 4DY

APPLICATION FOR: Full Planning Permission



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RECOMMENDATION

Approve subject to conditions

Alasdair Morrison
Head of Economy & Development

IDENTIFIED KEY ISSUES

- The application site is located within the Paisley Town Centre North Transition Area as defined by Policy E1 of the Adopted Local Development Plan.
- The Local Development Plan New Development Supplementary Guidance on Delivering the Economic Strategy states that educational facilities are an acceptable use within the Paisley Town Centre North Transition Area
- There have been no objections from consultees.
- There have been no representations.

REPORT OF HANDLING FOR APPLICATION 23/0283/PP

SITE ADDRESS	111 - 113 Renfrew Road, Paisley, PA3 4DY
PROPOSAL	Erection of a secondary school and community campus with associated external amenities including landscaping, access, parking and sports pitches.
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the erection of a secondary school and community campus with associated external amenities including landscaping, access, parking, and sports pitches on the site of the former Chivas premises at 111-113 Renfrew Road, Paisley.</p> <p>The proposed development will facilitate the relocation of Paisley Grammar School from its current location on Glasgow Road.</p> <p>The application site is approx. 6 hectares in area. The warehouses associated with the Chivas premises have been cleared, and the site is now vacant with the exception of buildings along the Renfrew Road frontage which have been retained. The retained buildings are outwith the application site boundary and are not related to the development proposal. The site itself is flat with no significant level changes. However, it sits down below the level of Renfrew Road to the east.</p> <p>The site is split from Renfrew Road by a row of office buildings, one of which is B listed. To the north the site is bound by an industrial building that is currently occupied by Scottish Leather Group, to the south by the West College Scotland Paisley campus, and to the west by Abercorn Street which features a mix of industrial and commercial premises.</p> <p>The proposed secondary school is positioned in the southern half of the development site. It comprises of a flat roofed part two storey/part three storey building with an irregular shaped footprint, and floor area of approx. 14,675 square metres. The proposed secondary school has a capacity for 1380 pupils. The external walls will be finished in aluminium cladding which is a mix of bronze and champagne colours. Outdoor play areas including all weather pitches are located in the northern half of the site.</p> <p>The submitted plans identify the access to the site from a new east/west link road which forms part of the Advanced Manufacturing and Innovation District Scotland (AMIDS) South infrastructure upgrades. These upgrades are intended to improve access to the Advanced Manufacturing and Innovation District at Glasgow Airport, and were approved under planning application 22/0363/PP. The east/west link includes a new junction onto Renfrew Road.</p>
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	<p>There are two access points from the east/west link road, one at the western end which provides access to a drop of zone for buses, and one at the eastern end which functions as the principal access for pedestrians and private vehicles entering the school grounds. There are six disabled spaces adjacent to the main entrance, with 103 parking spaces towards the north east corner of the site.</p> <p>The front elevation of the school is set back 36m from the east/west link. The space between the school and the road comprises of a drainage basin, various informal social spaces, and associated landscaping. Boundary treatment around the site perimeter comprises of a 2.4m high welded mesh fence.</p>
SITE HISTORY	<p>Application No: 23/0087/PN Description: A new secondary school and community campus with associated external amenities including landscaping, parking and sports pitches Status; Accepted</p> <p>Application No: 23/0507/HZR Description: Revoke hazardous substance consent 8803/H3788 Status; Revoked</p> <p>Application No: 22/0363/PP Description: Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works. Status; Granted subject to conditions</p> <p>Application No: 20/0756/DD Description: Prior notification for demolition of buildings Status; Prior Approval not Required</p> <p>Application No: 14/0267/PP Description: Erection of single storey gatehouse Status; Granted</p> <p>Application No: 14/0721/PP Description: Siting of modular building. Status; Granted subject to conditions</p> <p>Application No: 13/0679/PP Description: Erection of single storey gatehouse. Status; Granted</p> <p>Application No: 13/0078/PP Description: Erection of a loading canopy Status; Granted</p> <p>Application No: 13/0549/PP Description: Erection of compactor building</p>

	<p>Status; Granted</p> <p>Application No: 12/0420/PP Description: Overcladding of part of building and external alterations Status; Granted</p> <p>Application No: 11/0772/PP Description: Construction of extension to form loading dock Status; Granted subject to conditions</p> <p>Application No: 10/0554/PP Description: Erection of store building Status; Granted subject to conditions</p> <p>Application No: 07/0811/AD Description: Display of externally illuminated signs. Status; Granted subject to conditions</p> <p>Application No: 07/0359/PP Description: Formation of concrete hardstanding with lighting to accommodate articulated trailers with 3m high chainlink perimeter fence. Status; Granted subject to conditions</p> <p>Application No: 07/0820/PP Description: Erection of a compactor building and pallet park. Status; Granted subject to conditions</p> <p>Application No: 00/1100/HZ Description: Claim for deemed hazardous substances consent in respect of the storage of liquid ethenol (UN 3065 Alcoholic Beverage). Status; Deemed consent</p> <p>Application No: 05/0062/PP Description: Erection of distribution building with loading docks and lean-to structure and reconstruction of existing service road. Status; Granted subject to conditions</p> <p>Application No: 95/0917/AD Description: Formation of sign. Status; Granted subject to conditions</p> <p>Application No: 94/0982/PP Description: Siting of one temporary portacabin. Status; Granted subject to conditions</p> <p>Application No: 93/0314/PP Description: Erection of extension to existing loading bay. Status; Granted subject to conditions</p> <p>Application No: 93/1069/AD Description: Erection of a fixed sign.</p>
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	<p>Status; Granted subject to conditions</p> <p>Application No: 93/0057/PP Description: Siting of two temporary portable buildings. Status; Granted subject to conditions</p>
CONSULTATIONS	<p>Communities & Housing Services (Environmental Protection Team) – An air quality assessment is required prior to commencement of development, and any mitigations within the assessment shall be implemented. Conditions are required with respect to land contamination, noise, and lighting.</p> <p>Environment, Housing and Infrastructure – no objection subject to the attached roads related conditions.</p> <p>Children’s Services – No objections.</p> <p>Scottish Water – No objections.</p> <p>Glasgow Airport Safeguarding – No objection subject to conditions requiring the submission of a bird hazard management plan, and further details of all soft and water landscaping works.</p> <p>NATS – No objections.</p> <p>SEPA – No objections.</p> <p>Health and Safety Executive – do not advise against the granting of planning permission.</p>
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	<p>Policy and Material Considerations</p> <p>Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the following:</p> <p>Development Plan</p> <p><u>National Planning Framework 4</u></p> <p>NPF4: Policy 1 – Tackling the climate and nature crisis NPF4: Policy 2 – Climate mitigation and adaptation NPF4: Policy 3 – Biodiversity NPF4: Policy 7 – Historic Assets and Places NPF4: Policy 9 – Brownfield land, vacant and derelict land, and empty buildings NPF4: Policy 13 – Sustainable transport NPF4: Policy 14 – Design, quality, and place NPF4: Policy 18 – Infrastructure first</p>

	<p>NPF4: Policy 22 – Flood risk and water management NPF4: Policy 27 – City, town, local and commercial centres</p> <p><u>Renfrewshire Local Development Plan</u></p> <p>LDP 2021: Policy E3 – Transition Area LDP 2021: Policy I1 – Connecting Places LDP 2021: Policy I3 – Flooding and Drainage LDP 2021: Policy I7 – Zero and Low carbon Buildings LDP 2021: Policy ENV2 – Natural Heritage LDP 2021: Policy ENV3 – Built and Cultural Heritage LDP 2021: Policy ENV5 – Air Quality</p> <p><u>Supplementary Guidance</u></p> <p>Delivering the Economic Strategy Delivering the Infrastructure Strategy Delivering the Environment Strategy Delivering the Places Strategy</p>
<p>ENVIRONMENTAL IMPACT ASSESSMENT</p>	<p>The development has been assessed against the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 to determine if it should be accompanied by an Environmental Impact Assessment (EIA).</p> <p>The development does not meet any of the descriptions of development as set out within Schedule 1 of the regulations for which an EIA is always required.</p> <p>The development does meet one of the descriptions of development within schedule 2 of the regulations on the basis that it constitutes an urban development project where the site area exceeds 0.5 hectares. An EIA is required for schedule 2 development only when it is likely to have significant effects on the environment by virtue of factors such as its nature, size, or location.</p> <p>In view of the above an EIA screening checklist for the development has been undertaken. The checklist has concluded that the development is not likely to have a significant environmental impact which would necessitate the undertaking of an EIA. Potential impacts noted in the supporting information accompanying the planning application can be addressed via the planning process.</p> <p>An EIA is not therefore required to accompany the planning application.</p>
<p>PLANNING ASSESSMENT</p>	<p>Policy E3 of the local development plan (LDP) states that transition areas aim to support a mix of uses. Development proposals within transition areas require to be able to co-exist with existing uses, having no significant effect on the character and amenity of the surrounding area.</p>

The application site is within the Paisley Town Centre North transition area. The supplementary guidance states that educational facilities are an acceptable use within this transition area.

Proposals must thereafter be assessed against the transition areas development criteria.

In this instance the proposed development is appropriate for the site and compatible with the wider surrounding area.

There have been no objections from consultees. Matters relating to noise, air quality and lighting can be managed via conditions.

Policy 14 of NPF4 seeks to encourage, promote, and facilitate well designed development that makes successful places by taking a design led approach which promotes quality places, spaces, and environments.

The proposed development will contribute positively to the place and the environment within the Paisley Town Centre North transition area. The building is of a good quality design and finish. It will also be accompanied by structural landscaping and open space which create an attractive natural setting for the building.

The development will also contribute to the regeneration of the transition area. The previous use on the site has ceased, and the site is now vacant. The proposal also therefore complies with **Policy 9** of NPF4 which seeks to encourage, promote, and facilitate the reuse of brownfield, vacant and derelict land.

Policy 9 states that the biodiversity value of brownfield land which has naturalised should be taken into account.

In this instance the site has only recently been cleared and has very little existing ecological value or natural heritage assets.

The development of the site includes areas of grassland, soft landscaping, ornamental planting, hedges, trees, and a drainage basin. The development will therefore enhance the ecological value of the site and improve its biodiversity in accordance with **Policy 3** of NPF4 and **Policy ENV2** of LDP. A detailed landscape specification which includes species, number and spacing of all planting will be requested by condition.

There will be no adverse effect on the integrity of any Natura 2000 site.

Policy 27 of NPF4 states that development proposals which are outwith the defined centre of a city/town, and which will generate significant footfall, should be subject of a Town Centre First Assessment. This includes education and community facilities however the policy states that the assessment should be applied

flexibly so that the facility is easily accessible to the communities it is intended to serve.

While it is noted that the existing Paisley Grammar School catchment area does include part of Paisley town centre, there are no sites within the town centre that can accommodate the scale of development proposed. A site selection process has been undertaken, and the former Chivas site was identified as the preferred option.

The application site is within a 20 minute walk of the town centre. It is accessible by walking, cycling and public transport, and there are a range of transport options available to accommodate the footfall associated with the school. The proposal is considered to comply with **Policy 27**.

Further to the accessibility noted above, **Policy 13** of NPF4 seeks to encourage, promote, and facilitate developments that prioritise walking, wheeling, cycling and public transport, and that transport requirements generated by a development proposal are considered in line with the sustainable travel and investment hierarchies.

Policy 11 of LDP also seeks to promote good accessibility and connectivity to walking, cycling and public transport to support modal shift, and all development proposals require to ensure appropriate provision and accessibility including the ability to connect to active travel and public transport networks.

The site has been laid out to prioritise sustainable modes of travel. There are two pedestrian gates providing access from the east/west link road, with the front of the school characterised by open space and landscaping to create an attractive pedestrian environment and prioritise pedestrian and cycle access into the school.

The layout includes an area for cycle parking. The final location and design of the cycle parking can be managed via condition.

While there are six disabled parking spaces adjacent to the main entrance, the main car park is further removed from the main entrance in a secondary location towards the north east corner of the site. The layout includes a bus drop off bay which can accommodate eight buses.

The site layout prioritises space for pedestrians over private vehicles, and this will support journeys to the school by walking and cycling as required by **Policy 27** of NPF4 and **Policy 11** of LDP.

The secondary school will be accessed from the east/west road link approved under planning application 22/0363/PP. While the final design of the road link is still to be approved by condition, the outline design includes sufficient space to accommodate pedestrian and cycle journeys.

The east/west link will connect the site with the new Paisley to Renfrew core path to the west, and the existing public transport and pedestrian network on Renfrew Road to the east. The connection to the core path is important to facilitate journeys by walking and cycling, and a condition will be recommended to ensure a link to the core path is in place prior to the school becoming operational.

The infrastructure approved under planning application 22/0363/PP also includes a new bridge link over the White Cart water which will improve connections between the school and Shortroods and Gockston. The core path will improve connections between the site and Gallowhill, Whitehaugh and Glasgow Road.

The east/west road link includes a new junction onto Renfrew Road. The outline design for the junction includes provision for pedestrian crossing, and final details will be submitted via condition to ensure the crossing facilities are suitable.

In addition to the above it is also considered necessary to undertake a safety and accessibility review of Renfrew Road to identify barriers to active travel and potential road safety hazards, and to promote mitigation measures to improve connectivity for pedestrians and cyclists (particularly between the site and Gallowhill and the East End of Paisley) and promote walking and cycling to the school. The review can be submitted via condition.

Additionally, it is noted that while **Policy 11** states priority should be given to sustainable modes of travel it also states that developments should have no significant impact on the safe and efficient operation of the local road network. While the principle of a new junction onto Renfrew Road has been established, the design of the new junction and other mitigation measures to enhance active travel will need to be balanced with the operation of Renfrew Road noting its function as a key connection between Paisley and the M8 motorway.

The service yard is located adjacent to the bus drop of area. This area will be able to accommodate service vehicles outwith pick up and drop of times.

The primary focus of this application, in conjunction with application 22/0363/PP, is delivery of infrastructure to connect the school to the existing transport network. This can be managed via conditions attached to this application and already attached to application 22/0363/PP. This will also ensure that the proposal complies with **Policy 18** of NPF4 which states that infrastructure considerations are integral to development planning.

The site is located outwith a functional flood plain as set out within the SEPA flood risk maps. A detailed surface water drainage strategy can be requested via condition to ensure surface water is managed in a sustainable manner in accordance with **Policy 22** of NPF4 and **Policy 13** of the LDP.

	<p>An Energy Design Analysis can be requested via condition to ensure the building incorporates technology to reduce predicted carbon dioxide emissions by at least 15% below 2007 building standards in accordance with Policy I7 of the LDP.</p> <p>With respect to Policies 1 and 2 of NPF4, it is noted above that provision will be made to reduce predicted emissions from the building. Additionally, the development is on a brown field site which is sustainably located within the existing urban area and includes provision for soft landscaping and biodiversity gain. The development therefore accords with the principles of climate mitigation and adaptation advocated by Policies 1 and 2 of NPF4.</p> <p>Policy 7 of NPF4 states that development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest. Policy ENV3 of the LDP also states that development proposals within the vicinity of built heritage assets will be required to demonstrate that there is no negative impact to their setting.</p> <p>The application site is to the west of 121 Renfrew Road (one of a row of buildings that comprise the Mirren Court Business Centre) which is a category B listed building, and 111-113 Renfrew Road (former Chivas administration building) which is a category C listed building.</p> <p>The proposed secondary school is to the rear of number 121 and 111-113. It is also at a lower ground level. Previous development patterns have included large buildings to the rear of 121 and 111-113. Views of the principal eastern elevation of the buildings will be largely unaffected by the development. While the secondary school may be visible from the east in the gaps between the buildings, it will not overdominate the buildings or have a detrimental impact on its setting.</p> <p>Policy ENV5 of the LDP states that development proposals should not have a significant adverse effect on air quality particularly within or adjacent to Renfrewshire's Air Quality Management Areas.</p> <p>The applicant has submitted a desk top air quality assessment which confirms that a full air quality assessment is required. The Environmental Protection team have advised that the air quality assessment can be submitted via condition, and that any mitigations within the assessment shall be implemented thereafter.</p> <p>In view of the above, it is considered that the proposal would accord with the relevant provisions of the Development Plan. There are no other material considerations. Planning permission should therefore be granted.</p>
RECOMMENDATION	Grant subject to conditions

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/Reasons

1. That prior to the commencement of any works on site, the developer shall submit, for the written approval of the Planning Authority, a phasing plan which shall include the following:
 - a) Details of all enabling works which shall take place on site before construction works on the development approved commences; and
 - b) Details of the phasing of the construction works which shall take place on site.

Thereafter works shall proceed in accordance with the approved phasing plan.

Reason: To ensure all works are undertaken in a phased manner with respect to controlling the development of the site.

2. That prior to the commencement of any works on site, either enabling works or construction works, the following shall be submitted for the written approval of the Planning Authority:
 - 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 and Implementation Plan setting out the proposed methods for implementing all remedial recommendations contained with the site investigation report 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. That prior to the occupation of the secondary school, a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan and also confirming that imported materials are suitable for use shall be submitted for the written approval of the Planning Authority.

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

4. That prior to the commencement of any works on site, either enabling works or construction works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include (but not be limited to) provisions in respect of:
 - mitigation measures for potential dust, noise, and vibration impacts on nearby properties,
 - waste management, pollution control and mitigation,
 - a plan showing existing drainage pipes and other utilities within the site and procedures for how they will be safeguarded during construction,
 - surface water management,

- procedures for monitoring compliance and dealing with any breaches of the approved management plan,
- the formation of access from the public road to accommodate construction vehicles including geometry, surfacing, and sightlines
- the additional signage on both public roads where access will be taken to inform drivers of the construction vehicles.
- details of proposed temporary site compound for storage of materials, machinery, and designated car parking.
- a timetable for the construction phase including confirmation of site operating times on each day of the week.

The measures set out within the approved CEMP shall thereafter be implemented on site during the construction phase.

Reason: To ensure environmental impacts are mitigated during the construction phase, and that the construction phase is undertaken safely.

5. That prior to the commencement of any construction works on site, as defined in the phasing plan approved in respect of condition 1, a road safety and accessibility review shall be submitted for the written approval of the Planning Authority. The review shall comprise a study of the Renfrew Road corridor (between the junction of Renfrew Road and Weir Street and Renfrew Road and Paisley Road) and shall include the following:
 - a) Review of the existing road network to accommodate journeys to the application site by pedestrians and cyclists;
 - b) Identification of existing barriers to movement along the corridor;
 - c) Identification of potential road safety hazards; and
 - d) Identification of detailed mitigation measures in respect of issues identified as part of a, b and c above.

Reason: To promote sustainable travel modes and to ensure safe accessibility for pedestrians and cyclists.

6. That concurrent with condition 5 above, all measures identified in the review to improve road safety and enhance accessibility for sustainable modes of travel shall be implemented prior to the secondary school being brought into use unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure all measures to improve accessibility and safety are implemented prior to the secondary school being brought into use.

7. That prior to the commencement of any construction works on site, as defined in the phasing plan approved under the terms of condition 1, a specification of the final design and layout of the proposed access onto Renfrew Road to serve the secondary school, shall be submitted for the written approval of the Planning Authority. The design shall include the associated pedestrian crossing points. The approved access thereafter, shall be implemented in full and made available for use, to the satisfaction of the Planning Authority, prior to the secondary school being brought into use, unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure the site is accessed safely.

8. That concurrent with condition 7 above, should the developer require to bring the secondary school into use prior to the access onto Renfrew Road being completed, the developer shall submit a plan for the written approval of the Planning Authority detailing interim access arrangements for the site which would be put in place until the final access is completed. The plan would also specify the duration within which the interim access arrangement would be required. The interim access arrangement would thereafter be implemented prior to the secondary school being brought into use and retained for the duration specified in the plan approved.

Reason: To ensure the site can be accessed safely.

9. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, a plan identifying key walking and cycling routes to the secondary school shall be submitted for the written approval of the Planning Authority in conjunction with Childrens Services.

Thereafter a review shall be undertaken of the routes in question which shall identify any such deficiencies and enhancements which are required in order to ensure the routes in question fully promote, support and encourage travel to the secondary school by walking or cycling. The results of the review undertaken shall be submitted for the written approval of the Planning Authority. Thereafter the approved plan shall be completed and brought into use prior to the occupation of the secondary school unless otherwise agreed in writing by the Planning Authority.

Reason: To encourage sustainable means of travel.

10. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, a Bird Hazard Management Plan shall be submitted for the written approval of 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 which may be attractive to nesting, roosting and loafing birds. The management plan 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 the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

11. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, full details of soft and water landscaping works shall be submitted to and approved in writing by the Planning Authority. The details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design', and shall include:
 - Details of any existing trees or hedgerows and methods for their protection

during the construction phase.

- The species, number and spacing of all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, and turfing.
- Drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes.
- All areas of hard standing including location and materials.
- All areas of surface water including ponds, and measures for the sustainable management and drainage of surface water where applicable.
- All biodiversity and habitat enhancements.
- A timetable for the implementation of the soft and water landscaping works.
- A strategy for the future management and maintenance of all landscaped areas including provision for replacement of trees, shrubs, hedgerows and areas of grass/wildflower seeding and turfing if they were to become diseased, die, become seriously damaged or are removed within 5 years of being planted.

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

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.

12. The design, installation and operation of any plant, machinery or equipment shall be such that noise associated with the development does not exceed Noise Rating Curve NR25 between the hours of 2300 to 0700 hours and NR 35 at all other times, when measured within any dwelling in the vicinity of the development. Structure borne vibration from the proposed development shall be imperceptible within any dwelling in the vicinity of the development. For an explanation of noise rating curves, refer to BS 8233:2014 Sound insulation and noise reduction in buildings-code of practice, Annex B.

Reason: To mitigate noise impact on neighbouring properties in the interests of amenity.

13. That prior to the development hereby approved being brought into use, the applicant shall undertake a survey to determine the impact of floodlighting from the proposed development using the principles set out in British Standard BS EN 12193:2018 (Incorporating corrigendum February 2019) Light & Lighting - Sports Lighting, or a method agreed by the Planning Authority. The survey shall be submitted to and approved in writing by the Planning Authority and shall include details of:
 - a description of the proposed lighting units including height, type, shape and luminous flux of the floodlights.
 - the luminance levels, both horizontal and vertical, on the illuminated part of the

site to demonstrate that obtrusive light and glare does not adversely affect neighbouring properties.

- the direction and aiming angle of each floodlight and the upward waste light ratio for each light.
- the Environmental Zone, as defined in the Institution of Lighting Engineers Publication – Guidance Notes for the Reduction of Obtrusive Light, within which the site falls.

The works which form part of the approved lighting scheme shall thereafter be implemented on site before the development becomes operational, and maintained thereafter for the life of the development, unless otherwise agreed in writing with the Planning Authority.

Reason: To mitigate light impact on neighbouring properties in the interests of amenity.

14. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit for the written approval of the Planning Authority a report which satisfies the Planning Authority that the Local Air Quality Management Objectives for the pollutants specified in the relevant Air Quality Regulations, made under Part IV of the Environment Act 1995, shall not be exceeded at any location at or in the vicinity of the development where “relevant exposure” is liable to occur. In addition, the overall significance of the air quality impacts from the development shall be assessed and clearly defined within the report with mitigation proposed where required. The survey and report shall adhere to the methods and principles set out in the Scottish Government publication “Local Air Quality Management Technical Guidance LAQM.TG(09) and LAQM.TG(16)” and the EPUK guidance document “Land-Use Planning & Development Control: Planning for Air Quality (Jan 2017)” or a method that has been agreed with the Planning Authority. If the report concludes that Local Air Quality Management Objectives will be exceeded, it shall include appropriate recommendations (and a timetable for the implementation of the recommendations) to ensure that the impact of exceeding the objectives is mitigated. The recommendations shall thereafter be implemented in accordance with the timetable unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure Local Air Quality Management Objectives are managed in the interests of public health.

15. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit an Energy Design Analysis for the written approval of the Planning Authority demonstrating the fabric performance of the building and the installation of technology that provides low or no amounts of carbon dioxide emissions, to reduce the predicted emissions from the building by at least 15% below 2007 building standards. The building shall thereafter be developed in accordance with the approved Energy Design Analysis.

Reason: To ensure the building is designed in a manner that reduces energy requirements and carbon emissions.

16. That prior to the commencement of any construction works, as defined in the

phasing plan approved under the terms of condition 1, the developer shall provide a specification for the written approval of the Planning Authority detailing the location, design, materials and colour of all boundary fences, gates, walls (including retaining walls), or other method of enclosure to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be used in the development of the site.

Reason: To ensure the methods of enclosure are of a suitable design in the interests of visual amenity.

17. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall provide for the written approval of the Planning Authority a specification detailing the colour and texture of all finishing materials to be used on the external walls of the development hereby approved. This shall include windows and all rainwater goods. Only the materials within the approved specification shall thereafter be used in the development of the site.

Reason: To ensure the external materials are suitable for use in the interests of visual amenity.

18. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit for the written approval of the Planning Authority a strategy for the sustainable drainage of surface water. Only the approved strategy shall thereafter be implemented on site.

Reason: To ensure surface water is managed appropriately in the interests of sustainable drainage.

19. That prior to the occupation of the secondary school hereby approved, the developer shall submit a specification detailing the final location and design of all bike stores. The specification shall also include a timetable for the installation of the bike stores. The approved stores shall thereafter be installed on site in accordance with the approved timetable.

Reason: To ensure suitable provision for bike storage at the development in the interests of supporting sustainable transport.

20. That prior to the secondary school hereby approved being brought into use, the developer shall provide a plan and specification for the written approval of the Planning Authority detailing how the secondary school shall be connected to the Paisley/Renfrew core path located to the west of the site. The connection detailed in the approved plan and specification shall thereafter be implemented on site and made available for use prior to the secondary school being brought into use, and shall be maintained thereafter for the life of the secondary school unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure the site is connected to the core path prior to the school being brought into use to encourage journeys to the school by walking and cycling.

21. That within a period of 12 months immediately following the secondary school

hereby approved being brought into use the developer shall submit a school travel plan for the written approval of the Planning Authority. The travel plan shall include a review of current travel patterns to the secondary school, identify any barriers associated with travel to the secondary school by sustainable modes (active travel and public transport) and shall thereafter set out measures to promote and encourage travel to the site by sustainable modes and to reduce travel by single occupancy private vehicle. The travel plan shall include targets for travel by sustainable modes, associated measures to achieve these targets, when these measures would be undertaken, and a scheme for regular monitoring and review whereby the measures will be continued, or new measures will be identified to ensure targets are met. The measures within the travel plan shall thereafter be implemented and reviewed accordingly.

Reason: To encourage travel to the school by sustainable modes and reduce demand for single occupancy private car trips.