

Business Operations and Partnerships Department

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Date: 8 April 2025

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TO: Councillors B Cunningham (Chair), J McLean (Vice Chair), P Edlin, A Ireland, C Lunday, M Montague and A Morrison.

PLANNING APPLICATIONS COMMITTEE

A meeting of the Planning Applications Committee will be held in the Council Chamber, Council Headquarters, Eastwood Park, Giffnock on **Tuesday 15 April 2025 at 2.00pm**.

The agenda of business is as shown below.

Louise Pringle

L PRINGLE

DIRECTOR OF BUSINESS OPERATIONS & PARTNERSHIPS

AGENDA

1. Report apologies for absence.
2. Declarations of Interest.
3. Applications for planning permission for consideration by the committee - Report by Director of Environment (copy attached, pages 3 - 28).

For information on how to access the virtual meeting, please e-mail:- john.burke@eastrenfrewshire.gov.uk

A recording of the Council meeting will also be available following the meeting on the Council's YouTube Channel <https://www.youtube.com/user/eastrenfrewshire/videos>

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**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) (SCOTLAND) ACT 1997**

Draft index of applications under the above acts to be considered by Planning Applications Committee on 15th
April 2025.

Reference No: 2025/0043/TP

Ward: 5

Applicant:

GPC 1137 Ltd
3rd Floor
1 Ashley Road
Altrincham
Cheshire
WA14 2DT

Agent:

Paul Booth
1 Bar Lane
York
YO1 6JU

Site: Land At The East Side Of Glasgow Road Eaglesham G76 0DN

Description: Construction and operation of a 40 MW battery energy storage facility together with associated infrastructure, substation, security fencing, CCTV, security lighting and landscaping.

Please click [here](#) for further information on this application

REPORT OF HANDLING

Reference: 2025/0043/TP

Date Registered: 24th January 2025

Application Type: Full Planning Permission

This application is a Major Development

Ward: 5 -Newton Mearns South And Eaglesham

Co-ordinates: 257180:653217

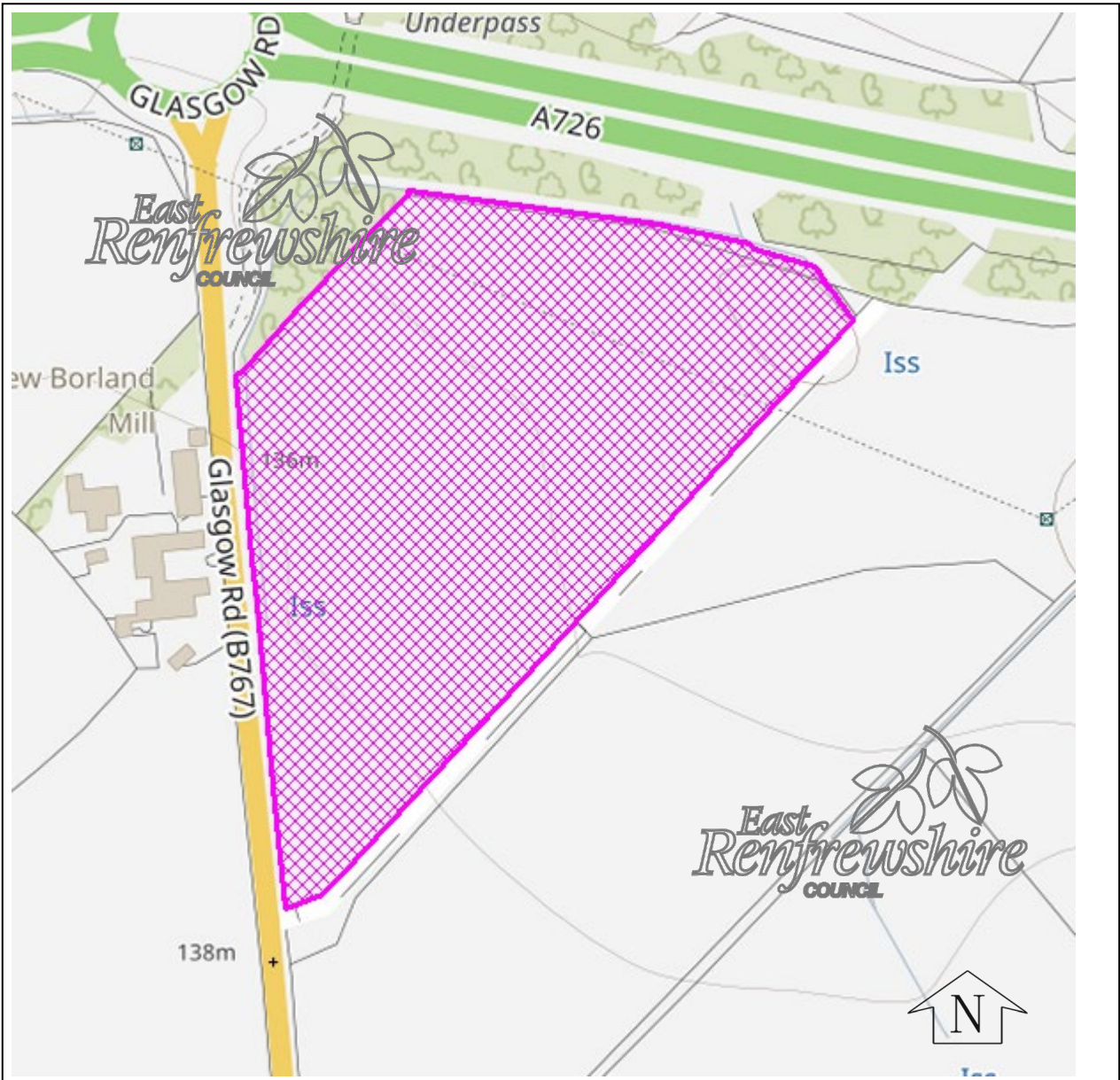
Applicant/Agent:

Applicant:
GPC 1137 Ltd
3rd Floor
1 Ashley Road
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Paul Booth
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Proposal: Construction and operation of a 40 MW battery energy storage facility together with associated infrastructure, substation, security fencing, CCTV, security lighting and landscaping.

Location: Land At The East Side Of Glasgow Road
Eaglesham
G76 0DN



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CONSULTATIONS/COMMENTS:

West Of Scotland Archaeology Service	No objection subject to a condition requiring the implementation of a programme of archaeological works.
East Renfrewshire Council Roads Service	No objection subject to conditions relating to visibility splays and water run-off. The Roads Service also suggest that appropriate warning signs should be displayed to highlight the location of the access road during the construction phase.
East Renfrewshire Council Environmental Health Service	No objection subject to conditions
Scottish Water	Indicates no objection to the proposal. States that this nevertheless does not guarantee that the proposed development can currently be serviced. The developer will need to apply separately to Scottish Water to connect to their infrastructure. There is no waste water infrastructure in the area and private treatment options will need to be considered.
Scotland Gas Networks	No response at time of writing, however SGN recommended and provided wording for a condition to be attached to any planning permission granted in response to the previous application.
SP Energy Networks	No response at time of writing.
Member of Scottish Parliament	Objects for the following reasons: protection of green belt; fire risk; the development is intrusive and out of character with the area; oversupply of battery energy storage systems; significant local opposition; and the previous proposal is subject to an on-going appeal.

PUBLICITY:

07.02.2025

Evening Times

Expiry date 21.02.2025

SITE NOTICES: None.

SITE HISTORY:

2024/0168/TP	Construction and operation of a 40 MW battery energy storage facility together with associated infrastructure, substation, security fencing, CCTV, security lighting and landscaping.	Refused (Subject to an on-going appeal to the Scottish Ministers)	31.10.2024
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REPRESENTATIONS: 313 representations have been received: Representations can be summarised as follows:

Contrary to development plan
 Public road safety and wear on road network
 Inconvenience during construction phase
 Odour and fumes
 No community benefit
 Overlooking
 Overshadowing
 Impact on conservation area
 Impact on listed buildings
 Visual impact
 Impact on foundations of buildings from HGV movements
 Impact on green belt
 Impact on archaeology
 Impact on wildlife
 Health and safety
 Lack of public consultation
 Noise impact
 Impact on residential amenity
 Light pollution
 Risk of flooding
 Impact on the countryside access, the core path and the Strategic Cycle Corridor
 Loss of view
 Loss of open space/farmland
 An application for a church nearby was recently refused
 No details on how the site will be reinstated have been provided
 Additional infrastructure requirements
 Impact on property values / household insurance
 Justification for location / Alternative sites should be considered
 Comments on the credibility of the applicant
 Magnetic fields
 Proposal will encourage other similar developments
 Residents were previously advised there would be no developments accessed off the GSO
 Proximity to power lines
 Impact of water used for firefighting on the adjacent River Cart
 Cumulative overdevelopment
 Previous application has been refused
 Potential for fly tipping/loitering

Impact on the bus service serving Eaglesham during the construction phase
BESS requirements for the UK have already been reached
Proposed changes do not go far enough to mitigate the impact
The proposal will limit options to upgrade the Belle Craig junction in the future
Wildfire risk from native planting
The Council's EIA screening opinion was unduly lenient.

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE:

National Planning Policy Framework 4 –

<https://www.gov.scot/publications/national-planning-framework-4-revised-draft/>

Local Development Plan2 –

<https://www.eastrenfrewshire.gov.uk/ldp2>

SUPPORTING REPORTS:

Planning and Design & Access Statement – Provides a description of the site and the proposed development and makes an assessment against planning policy. Concludes that the proposal will result in a form of development that is compatible with the general character of the area and would comply with the provisions of the development plan. It lists 28 alternative sites that were considered and sets out the reasons why those sites were discounted.

Flood Risk Assessment and Surface Water Management Plan – Provides the results of a flood risk assessment carried out in respect of the development and details a Surface Water Management Plan. Indicates there are no areas of risk from river flooding within the site and that flooding from sewers is not considered to be a risk. There is an area within the site at risk from surface water flooding, however this area is out with the developed area and there is sufficient freeboard to mitigate risk to development. SUDS are provided in the form of permeable surfacing along access tracks and filter drains around the perimeters of buildings.

Historic Environment Impact Assessment – Provides a detailed assessment of the impact of the proposed development on the historic environment. Indicates there are no designated historic sites within the application site. The study area takes in a 50 metre buffer around the site and includes the category C listed buildings at Low Borland Mill, a possible ancient structure to the south of Low Borland Mill and a quarry on the south-west edge of Belle Craig roundabout. Concludes that the proposal will not create any significant direct or indirect impacts on the historic environment.

Landscape and Visual Appraisal – Assesses the impact of the proposal on the wider landscape as a resource (Landscape Appraisal) and on views (Visual Appraisal). The Landscape Appraisal indicates that during the construction phase there will be a moderate adverse impact on the landscape mainly from construction machinery and cranes and the temporary loss of ground cover. During the operational phase the impact will be minor adverse as visibility from within the study area is variable, meaning that there would be only a localised indirect impact from the wider study area. The Visual Impact Appraisal indicates that during the construction phase the site will undergo considerable visual disruption, including from partially constructed buildings, temporary fencing, machinery and bare ground. This will have greatest impact on those viewing the works from immediately adjacent to the site boundary. During construction, residents of Low Borland and Lynn Drive will be most visually impacted as well as motorists, walkers and cyclists using the core path and Strategic Cycle Corridor. The Appraisal indicates that those impacts will be short-term for the duration of the construction phase. The Visual Impact Appraisal further indicates that during the operational phase, the impact on the residents at Low Borland, Lynn Drive, Craigbank Crescent and Humble Road would be moderate adverse. The Landscape and Visual Appraisal concludes that those impacts will be mitigated by screen planting.

Noise Impact Assessment – Indicates that the rated level of noise generated by the development East Renfrewshire Council's noise criteria of +4 dB above the typical daytime and night time background sound levels. It concludes that the predicted level of noise impact from the development at all receptors is sufficiently low that there is no requirement to consider noise mitigation measures.

Preliminary Ecological Appraisal – Provides the results of a Preliminary Ecological Appraisal for the proposed development. Indicates the main habitat within the site is improved grassland with low ecological value. Concludes that the proposal will not have an adverse impact on protected species. Makes recommendations on how to achieve suitable biodiversity net gain.

Statement of Community Involvement – Provides a details statement of community pre-application consultation carried out by the applicant in accordance with the terms of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

Transport Statement – Provides an assessment of the proposed development on the surrounding road and transport network. Concludes that there are no highways or transportation reasons why the development could not be supported.

Community Wealth Building Plan – Provides an outline of the applicant's community benefits strategy. It identifies the five criteria upon which their community benefit programme is built. Those are: a greenspace enhancement programme; a local electricity discount scheme; education and training; community areas and buildings and a construction impact fund (the latter only operational during the construction phase). Each fund will be allocated a £/MW produced.

Outline Battery Safety Management Plan – Provides details of the safety management processes and procedures to be implemented on the site to satisfy the prevailing safety requirements for the industry.

Biodiversity Enhancement and Management Plan – provides an outline of the proposed biodiversity enhancement measures; the benefits they provide; the key requirements for successfully implementing the measures; and a description of the management measures required to maintain the enhancements.

Benefits Overview – Provides an overview of the benefits of BESS.

Verification and Compliance Report – provides an independent assessment of the development in terms of fire safety. It provides a framework against which a full evaluation of the fire risks of this particular development can be undertaken once the design and technical specification and the detailed battery management plan have been completed and the procurement process concluded. The report concludes that should the recommended methodology and assessment criteria be implemented, that the site will comply with the relevant guidance and regulations and the potential impact of any fire will be of a sufficiently low level of risk and will be appropriately mitigated.

ASSESSMENT:

This is a major application under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and as a result, has to be presented to the Planning Applications Committee for determination.

Site

The application site comprises an area of land to the south of the A726 Glasgow Southern Orbital Road and to the east of the B767 Glasgow Road, to the north of the village of Eaglesham. The site lies approximately 75 metres to the south of the intersection of both the A726 and the B767 at the Belle

Craig Roundabout. The application site is presently in agricultural use, currently under pasture. The site is surrounded by agricultural land to the south and to the north and west on the other sides of the GSO and Glasgow Road respectively. Watercourses issue from the site's boundaries at the north-east and west, flowing north and converging to flow under the GSO. The application site is approximately 4 ha in area, measuring approximately 300 metres by approximately 155 metres across its greatest dimensions. An area of existing established trees and bushes lies immediately to the north and north-west of the site, between the site and the A726 and the Belle Craig Roundabout.

A high pressure gas main runs across the southern part of the site in a south-west to north-east direction and a high voltage overhead power line traverses the northern part of the site in a north-west to south-east direction.

Residential properties at New Borland, New Borland Mill and Low Borland lie opposite the site on the other side of Glasgow Road. It is noted that the property at Low Borland is a category C listed building. Further residential properties lie approximately 390 metres to the north, beyond the GSO, at Low Boreland Way in Waterfoot; and 350 metres to the south, beyond Longcraigbank Plantation, at Alexander Avenue, Craighbank Grove and Craighbank Crescent in Eaglesham.

The site is located within the green belt as defined within the adopted East Renfrewshire Local Development Plan 2 with only the eastern-most tip of the site identified by SEPA as being at risk from surface water flooding. The Netherlee to Eaglesham and Whitelee Windfarm Strategic Cycle Corridor and the Eaglesham and Whitelee Core Path both run adjacent to the site along the B767 Glasgow Road.

Proposal

Planning permission is sought for the construction and operation of a 40 MW battery energy storage system (BESS) together with associated infrastructure, substation, security fencing, CCTV, security lighting and landscaping. The BESS is proposed to be located towards the centre of the site such that it lies out with the safety buffer zones associated with the overhead power lines; the high pressure gas main; and SEPA's flood risk hazard zones. The purpose of a BESS is to store surplus energy from the grid in batteries and to return it to the grid when required. BESS facilities are essential in the transmission of energy generated by renewable sources as they provide the means to balance the grid and provide energy when conditions are less favourable for generation or if demand were to exceed generating capacity.

The proposed development comprises specialised container units to house the battery energy storage systems and associated infrastructure along with their specialised safety and fire suppression equipment. Each container will have the appearance of a standard ISO/shipping container and will be soundproof. The containers will be arranged in 4 banks, each bank containing 4 BESS units and 2 PCS units (Power Conversion System). The applicant has indicated the containers will be finished in dark grey or green, although the visual assessment shows them finished in green. Each unit is equipped with specialist fire suppression measures designed specifically for this purpose.

The 16 BESS and 8 PCS units are proposed to be supported by ancillary infrastructure: transformers, high voltage switchgear, a storage container, auxiliary transformer, control cabinet and a substation control room, all proposed to be finished to match the colour of the containers. A car-park comprising three parking spaces is also proposed. An underground water storage tank is also proposed.

The above equipment is proposed to be located within a compound enclosed by a 2.4 metre high perimeter fence to ensure the facility remains secure at all times. Three infra-red, pole-mounted CCTV cameras, 4 metres in height, will be positioned within the site. Each pole will also support two motion-activated floodlights. An access road is proposed to be formed within the site to allow maintenance vehicles to enter the compound and the containers. This access is proposed to be formed from

Glasgow Road at a point opposite Low Borland and its loops around the inside of the fenced compound. It has been designed to a specification that will allow fire-fighting vehicles to access any part of the site.

The applicant proposes that the compound, including the equipment described above, will be screened by native planting. This will take the form of scots pine, silver birch and hedgerow mix on a low, gently graded bund between the compound and Glasgow Road. The bund will not exceed a maximum of 1.5 metres high after settlement. Further native shrubs and trees are proposed to be planted in the south of the site and in the area adjacent to the compound.

The site is proposed to be accessed from Glasgow Road via a new priority T junction 55 metres north of the existing field access. This will involve crossing a watercourse/field drain. An existing streetlight and bus stop at this location as proposed to be located to a point further north opposite Low Borland Mill.

SUDS are provided in the form of permeable surfaces on access tracks, filter drains around the perimeters of buildings and an underground cellular attenuation tank.

The applicant has further indicated that the proposed development will be temporary for a period of 40 years, after which time the facility will be decommissioned and the site returned to its former condition.

Previous application 2024/0168/TP

Members will recall that planning application 2024/0168/TP, for the construction and operation of a 40 MW battery energy storage facility together with associated infrastructure, substation, security fencing, CCTV, security lighting and landscaping on the site, submitted by the current applicant; was refused by the Planning Applications Committee on 31st October 2024. The applicant subsequently appealed the refusal to the Scottish Ministers. This appeal is still being considered by the DPEA.

Members should note that there is no bar in planning legislation to the applicant submitting this revised application (2025/0043/TP) in tandem with the appeal being considered.

The current application differs from the previous application *viz.*: (i) additional screen planting and the bund is now proposed; (ii) the water tank is now proposed underground; (iii) the SUDS has been amended to remove the need for the SUDS pond; (iv) additional information has been submitted in terms of alternative sites and why they were discounted; and (v) additional information has been submitted in terms of fire safety.

In the event that this current planning application is granted *and* the appeal is upheld, the applicant will be in possession of two planning permissions, either of which could be implemented.

Policy context

The application requires to be assessed with regard to the Development Plan which comprises National Planning Framework 4 and the East Renfrewshire Local Development Plan 2.

National Planning Framework 4 (NPF4)

The policies most relevant to this proposal in NPF4 are Policy 1 (Tackling the climate and nature crises); Policy 3 (Biodiversity); Policy 5 (Soils); Policy 7 (Historic assets and places); Policy 8 (Green belts); Policy 11 (Energy); Policy 14 (Design, quality and place); Policy 18 (Infrastructure first); Policy 22 (Flood risk and water management); Policy 23 (Health and safety); and Policy 25 (Community wealth building).

Policy 1 (Tackling the climate and nature crises) states that when considering all development proposals, significant weight will be given to the global climate and nature crises.

Policy 3 (Biodiversity) seeks to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

Policy 5 (Soils) seeks to protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development. It provides categories of development that will be supported on peatland or carbon rich soils, including renewable energy generation.

Policy 7 (Historic assets and places) seeks to protect and enhance historic environment assets and places.

Policy 8 (Green belts) seeks to encourage, promote and facilitate compact urban growth and use the land around our towns and cities sustainably. It provides categories of development that will be supported in the rural area, including renewable energy generation.

Policy 11 (Energy) seeks to encourage, promote and facilitate all forms of renewable energy development onshore and offshore. It states that all forms of renewable, low-carbon and zero emissions technologies will be supported, including battery storage. The policy states that where landscape and visual impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable. It provides a list of impacts that should be addressed including: impacts on communities and individual dwellings, including, residential amenity, visual impact, and noise; road traffic; hydrology and flood risk. The policy further states that significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

Policy 14 (Design, quality and place) states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

Policy 18 (Infrastructure first) promotes an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

Policy 22 (Flood risk and water management) seeks to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

Policy 23 (Health and safety) seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.

Policy 25 (Community Wealth Building) states that development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported.

Adopted East Renfrewshire Local Development Plan 2 (LPD2)

The following policies of the adopted East Renfrewshire Local Development Plan 2 are also relevant to this development: Strategic Policy 1: Development Strategy; Policy D1: Placemaking and Design; Policy D3: Green Belt and Countryside around Towns; Policy D9: Access; Policy D10 Transport Impact; Policy D14 Management and Protection of the Built Heritage; Policy D15 Listed Buildings; Policy E2: Renewable Energy; Policy E4: Protecting Soil Quality; Policy E5: Noise Impacts; Policy E6: Water Environment; Policy E7: Flooding; and Policy E8: Water Management.

Policy D1 relates to all development and states that development should not result in a significant loss of character or amenity to the surrounding area and that safe and functional vehicular access is provided.

Policy D3 relates to development in the green belt. It states that development in the green belt will be strictly controlled and limited to that which is required and appropriate to the rural location. Proposals will require to demonstrate that they are appropriate in terms of scale, size, design, layout and materials to their rural location and compatible with adjoining and neighbouring land uses. It goes on to state that development in the green belt will be supported in principle where it is for agriculture; forestry; equestrian; countryside recreation and active travel; outdoor leisure and tourism; economic and farm diversification; and renewable energy.

Policy D9 relates to access and states that the Council will continue to protect, enhance and extend existing and proposed active travel and outdoor access networks including core paths, rights of way, strategic cycle corridors and green networks.

Policy D10 states that proposals will be required to demonstrate that they will not have a significant adverse impact on road safety; the convenience, safety and attractiveness of walking and cycling in the area; public transport operations; the capacity of the surrounding road network; and residential amenity as a result of increased motorised traffic.

Policies D14 and D15 provide that the Council will safeguard the historic built environment, including listed buildings.

Policy E2 states that the Council supports low and zero carbon renewable energy projects in the form of infrastructure that contributes to reducing greenhouse gas emissions and overall energy use.

Policy E4 states that proposals will be required to minimise adverse impacts on soil.

Policy E5 states that the impact of noise will be taken into account when assessing relevant development proposals.

Policies E6 and E7 state that the Council will seek to protect the water environment and take a precautionary approach to flood risk from all sources.

Policy E8 states that development proposals are required to integrate well-designed and naturalised Sustainable Urban Drainage Systems (SUDS) to manage drainage and water quality.

Consideration

Supporting Statements and Determining Issues

Whilst this application does not require to be accompanied by an Environmental Impact Assessment, the applicant has submitted a comprehensive suite of Supporting Statements that include the matters that they consider are the most relevant to this development. Having regard to the proposed development, the development plan and the applicant's supporting statements, the main determining issues are considered to be as follows: the principle of the proposed development at this location; visual impact; impact on residential amenity, including noise output; public road safety; impact on biodiversity and biodiversity net gain; impact on the adjacent listed buildings; flooding; and impact on soils.

Principle of the development

As noted above, the site lies within the green belt and must therefore be considered in the first instance with regard to Policy 8 (Green belts) of NPF4 and Policy D3 of LDP2.

Policy 8 of NPF4 supports development for essential infrastructure and renewable energy developments in the green belt provided the following requirements are met:

- reasons are provided as to why a green belt location is essential and why it cannot be located on an alternative site out with the green belt;
- the purpose of the green belt at that location is not undermined;
- the proposal is compatible with the surrounding established countryside and landscape character;
- the proposal has been designed to ensure it is of an appropriate scale, massing and external appearance, and uses materials that minimise visual impact on the green belt as far as possible; and
- there will be no significant long-term impacts on the environmental quality of the green belt.

“Essential infrastructure” is defined within Annex F of NPF4 as “all forms of renewable, low carbon and zero emission technologies for electricity generation and distribution; and transmission electricity grid networks”.

Similarly, Policy D3 of LDP2 provides that development for renewable energy infrastructure that has a site-specific and operational need for a rural location will be supported where there are no significant landscape or visual impacts and the character and setting of the green belt is maintained. Strategic Policy 1 of LDP2, which sets out the Council's development strategy, supports development in the green belt that complies with Policy D3.

Need

In terms of the overall need for the development, the applicant has indicated that the UK is legally bound through the Climate Change Act (2008) to cut greenhouse gas emissions by 80% by 20250 compared to 1990 levels. As a signatory to the 2015 Paris Agreement, the UK is also committed to reach net-zero emissions during the second half of the 21st century. Battery Energy Storage Systems provide a means of allowing energy generated by renewable means to be stored at times of low demand and exported back to the grid at times of higher demand or when renewable sources are not available. The proposed development would contribute towards meeting those targets as it provides a means to balancing the network without the need to rely on non-renewable sources.

Locational requirements

In terms of site-specific requirements, the applicant has advised in their Planning, Design and Access Statement, that Battery Energy Storage Systems have very specific locational requirements which limit where they can be situated. They must be located within close proximity to a viable grid connection that has sufficient capacity to import and export power that will be stored by the development. Suitable points of connection include a sub-station or an overhead power line. When a suitable connection can be found other factors that impact on the feasibility of the BESS, particularly distance from a sub-station, need to be taken into consideration. The level of efficiency reduces the further away from the grid connection. The applicant has advised that the application site was chosen due to its viable proximity to the Giffnock sub-station. Whilst the applicant accepts that urban sites can be possible locations for BESS, they tend to face significant constraints often due to their size, policy designations and higher preparation costs.

The applicant has indicated that 28 alternative potentially suitable sites were considered both within the urban area and within the greenbelt within East Renfrewshire and within neighbouring authorities. Each of those sites were discounted, in most cases because the site was not available for lease or sale and others because landscape, heritage or nature constraints could not be adequately mitigated.

It is also noted that Policy E2 of LDP2 supports low and zero carbon renewable energy projects subject to a number of criteria. Where appropriate, those criteria are considered below and are found to raise no significant conflict with the proposal.

In determining this planning application, the Council has to determine whether the site is suitable in planning terms. Whether the proposal is commercially viable is not a material planning consideration.

Given fore-going, the principle of the proposal at this particular site is therefore considered to accord with Policy 8 (Green belts) of National Planning Framework 4 and Strategic Policy 1, and Policies D1 and E2 of the adopted East Renfrewshire Local Development Plan 2. The development is also considered to meet the aims of Policies 11 (Energy) and 18 (Infrastructure first) of NPF4.

Visual Impact

The structures to be installed on the site, including the battery containers, the PCS units, the control room, and transformer, are low profile structures ranging from between 2.44 metres in height to 4 metres in height, the latter being the CCTV and lighting columns.

When approaching the site from the west, along the A726 Glasgow Southern Orbital, it is screened by the existing trees and bushes growing immediately to the north and north-west of the site. Similarly, this existing planting screens the site from the northern approach along the B767 Glasgow Road. When approaching the site from the east, along the GSO, existing planting to the south of the carriageway, along with the planting referred to above, provides a significant amount of screening, although it is possible to glimpse the site when looking to the south through gaps in the existing vegetation.

The site is nevertheless most visible when approaching from the south along the B767 Glasgow Road. From a significant distance looking north-east, it is possible to have long views of the site, looking over adjacent fields. The site becomes more prominent and open to view on the approach north beyond the field entry to the south of the site as the roadside hedge rows are reduced in height. As noted above, the Netherlee to Eaglesham and Whitelee Windfarm Strategic Cycle Corridor and the Eaglesham and Whitelee Core Path both run adjacent to the site along the B767 Glasgow Road.

In response to this, the applicant has proposed new screen planting around the north-west, south-west and south-east edges of the compound itself. This will also incorporate a landscaped and planted bund up to 1.5 metres high. The planting in this area consists of scots pine and silver birch along with native species-rich shrub and scrub planting. A further area of native tree and shrub planting is proposed in the southern-most tip of the site to provide further screening on the approach from the south along Glasgow Road. This planting also includes oak, scots pine and silver birch trees. Hedgerow planting is also proposed along and adjacent to the site's frontage with Glasgow Road that will grow up to 2 metres in height. A further three oak trees are proposed to be planted adjacent to the site's frontage. The remainder of the site is proposed to be replanted with native species-rich grassland. The provision of this planting can be secured by condition should the application be approved.

The Landscape and Visual Appraisal submitted in support of the application sets out in detail, the impact of the proposal on the various visual receptors, including residents, motorists, walkers and cyclists. The appraisal indicates that the site will undergo considerable visual disruption during the construction phase, with those viewing operations from locations immediately adjacent to the site boundaries being most affected. During the construction phase, residents at Low Borland and Lynne Drive would be most adversely affected, although these impacts will be temporary and short-term.

During the operational phase, the Landscape and Visual Appraisal indicates that the closest residential properties at Low Borland, Lynne Drive, Craigbank Crescent and Humbie Road, considered as high sensitivity receptors, would experience a moderate negative magnitude of change and a moderate adverse impact. Other high sensitivity receptors further afield would experience a minor adverse or neutral impact, depending on their location.

The Landscape and Visual Appraisal concludes that there will be no significant effects on landscape character as a result of the operation of the development. In terms of landscape character and visual amenity, the landscaping scheme will ensure that the development is fully integrated into the landscape by year 15. Indeed, the viewpoint diagrams submitted in support of the application show that by the end of year 1 only the roofs and upper parts of the structures on the site will be visible from the entrance to the site from Glasgow Road.

Subject to the proposed planting regime, the proposal would not therefore have a significant adverse impact on landscape character or visual amenity and would not adversely impact on the character of the green belt.

Impact on residential amenity and noise output

Policy 14 (Design, quality and place) of NPF4 and Policy D1 of LDP2 seek, *inter alia*, to protect residential amenity. Impacts on residential amenity can arise as a result of noise, lighting, overshadowing, overlooking, loss of daylight, as well as matters arising from the construction phase. Loss of view is not a material planning consideration, however a significant adverse visual impact may make a development unacceptable. (As has been discussed above, the proposal is not considered to give rise to significant visual impacts).

Given its nature and location in relation to the closest residential properties, the proposal would not be considered to give rise to significant additional overlooking, overshadowing or loss of daylight. The proposed floodlighting within the site will be motion-activated. A light spill and luminosity diagram can be submitted for approval prior to the commencement of any work on site. Subject to approval of those details, the proposed lighting would not be considered to give rise to a significant detrimental impact on residential amenity or on the character of the wider area.

The East Renfrewshire Council Environmental Health Service has offered no objection to the proposal subject to conditions limiting the hours of construction on the site and the noise output during the operational phase. Such conditions can be attached to any planning permission granted.

The Noise Impact Assessment, submitted in support of the application, concludes that the predicted level of noise impact at all receptors is sufficiently low that noise need not be deemed a significant determining issue in assessing the proposal.

It is therefore considered that subject to appropriate conditions, the proposal would not have a significant impact on residential amenity and would not give rise to significant noise output.

Road safety

It is noted that the East Renfrewshire Council Roads Service has no objection to the proposal subject to conditions relating to visibility and surface water run-off. Further conditions can be included in respect of wheel washing and temporary parking arrangements during the construction phase.

The Transport Statement, submitted in support of the application, indicates that vehicle movements associated with the proposed development will be split into two elements: construction phase movements; and operational phase movements.

The construction phase is indicated to last 12 months with working hours between 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays. (No work is proposed to take place on Sundays or bank holidays). At the beginning of the construction process, there will be site clearance and set-up. This will generate a small number of HGV movements during the first two months. The majority of HGV movements will take place between months three and seven aggregates and drainage materials. During the whole of the construction phase, 1724 two-way trips are envisaged (cars/vans and HGVs). At its peak, the Transport Statement indicates that the construction phase will generate a maximum of five two-way car/van trips per day and 11 two way HGV trips per day.

During the operational phase, the BESS will generally operate on an unmanned basis. However, it is envisaged that between 10 and 20 two-way car/van trips will occur per annum for general maintenance.

The Transport Statement concludes that the projected traffic flows will not result in severe impact on the public road network.

The core path and the Strategic Cycle Corridor lie out with the site and will not be adversely impacted by the proposed development.

Given the fore-going, the proposal is considered to raise no significant conflict with Policy 14 (Design, quality and place) of NPF4; or Policies D1, D9 or D10 of LDP2.

Biodiversity and biodiversity net gain

It is noted that the site is not protected by a nature designation, nor does it lie adjacent to any statutory designated environmental sites. The Preliminary Ecological Appraisal, submitted in support of the application, indicates that within 15km of the site there is one Natura 200 designated site; a SAC. Within 5km of the site there are two SSSIs. None of those sites have connectivity with the application site and therefore there are no pathways for impacts.

Notwithstanding, Policy 3 (Biodiversity) of NPF4 requires that all major planning applications demonstrate that proposals will conserve, restore and enhance biodiversity.

The Preliminary Ecological Appraisal states that an extended phase 1 habitat survey was carried out which identified the main habitats within the site as improved grassland, running water and broadleaved plantation woodland. The habitats were assessed for their potential to support protected species. The site was considered to be of low ecological value, although several areas have potential to support protected species. The Appraisal makes recommendations to achieve biodiversity net gain within the site, including the creation of species-rich grassland; and the creation of herptile hibernacula (underground chambers that allow reptiles to protect themselves from cold during the winter).

The applicant has submitted a Biodiversity Enhancement and Management Plan in support of the application. This indicates that habitat enhancements are proposed including the planting of 3407 sq. metres of native woodland and 1224 sq. metres of scrub mix; the planting of 429 metres of hedgerow; the sowing of a native, species-rich grassland seed mix over an area of 23,800 sq. metres; and the provision of the herptile hibernaculum. A planting and management plan is also included.

The proposal is therefore considered to raise no conflict with Policy 3 (Biodiversity) of NPF4.

Impact on the historic environment

Given the distance of the proposed compound from the adjacent listed buildings and the proposed screening, the proposal would not be considered to give rise to any adverse impact on their character

or setting. There would be no significant impact on the character or setting of the Eaglesham Conservation Area given the site lies approximately 815 metres distant to the north.

The East Renfrewshire Council Eaglesham Conservation Area Appraisal (July 2017) describes the significant aspects of the conservation area and identifies key views into and out of the conservation area. None of the key views into or out of the conservation area include the application site. From an analysis of the key views, the Appraisal identifies areas out with the conservation area boundary where development would have a significant impact on the conservation area (zone of visual influence). The application site lies out with this zone of visual influence by a significant margin.

The proposal therefore raises no conflict with Policy 7 (Historic assets and places) of NPF4 of Policies D14 or D15 of LDP2.

Flooding

As noted, the eastern-most tip of the site identified by SEPA as being at risk from surface water flooding.

The Flood Risk Assessment and Surface Water Management Plan submitted in support of the application states that there are no areas of land at risk from river flooding within the site. It confirms that the development will lie out with the area identified as being at risk from surface water flooding and that a suitable freeboard will exist. Flooding from sewers and artificial sources is not considered to be a risk to the site or to the proposed development. It indicates that the site topography is not proposed to be materially altered and the proposed SUDS features will effectively mitigate surface water flood risk to the site. The proposed development is not predicted to increase surface water run-off to the surrounding catchment.

The East Renfrewshire Council Roads Service as Flooding Authority have indicated no objection to the proposal subject to a condition limiting run-off from the site.

The proposal is therefore considered to raise no significant conflict with Policy 22 (Flood Risk and Water Management) of NPF4 nor with Policies E6, E7 and E8 of LDP2.

Impact on soils

The Planning Supporting Statement, submitted in support of the application, indicates that the majority of the land within the site is classified as Class 3.2 soil and Class 4.2 soil. The development does not therefore fall within prime quality agricultural land. The site is not located on peat or other carbon-rich soils. The facility is proposed to be temporary in nature, to be removed following the expiry of the 40 year lifespan of the development. There will therefore be no permanent loss of agricultural land.

The proposal therefore raises no conflict with Policy 5 (Soils) of NPF4 or Policy E4 of LDP2.

Community wealth building

Community Wealth Building is now part of the planning process through the introduction of Policy 25 (Community wealth building) in NPF4. The applicant has submitted a community wealth building plan with the application. This includes a Construction Impact Fund set aside to alleviate immediate impacts associated with the construction phase; opportunities for local residents during the construction phase and; opportunities for local suppliers and contractors that are compliant with industry standard pre-requisites. During the operational phase it includes youth apprenticeships, work experience and training programmes.

Health and safety and Fire risk

Policy 23 (Health and safety) of NPF4 states that development proposals which are likely to have an adverse impact on health will not be supported. It is noted that the East Renfrewshire Council Environmental Health Service has offered no objections to the proposal subject to conditions that can be attached to any planning permission granted.

The applicant has submitted an Outline Battery Safety Management Plan and a Verification and Compliance Report in support of the application. The Outline Battery Safety Management Plan details of the safety management processes and procedures to be implemented on the site to satisfy the prevailing safety requirements for the industry. The Verification and Compliance Report provides an independent assessment of the development in terms of fire safety. It provides a framework against which a full evaluation of the fire risks of this particular development can be undertaken once the design and technical specification and the detailed battery management plan have been completed and the procurement process concluded. The report concludes that should the recommended methodology and assessment criteria be implemented, that the site will comply with the relevant guidance and regulations and the potential impact of any fire will be of a sufficiently low level of risk and will be appropriately mitigated.

The proposal is therefore not considered to give rise to a significant risk to public health.

Given the above and subject to appropriate conditions, the proposal is considered to comply with the terms of the Development Plan.

It is noted that a number of representations raise concerns over the safe operation of the site and the risk of fire from the lithium ion batteries. Matters relating to the safe and proper operation of the site lie out with the remit of the Planning Authority and are not therefore material planning considerations.

It is nevertheless noted that the proposal has been designed in accordance with current industry requirements. As noted above, following the procurement process, the finalised specification of the technical equipment, including fire suppression measures, will be assessed against the verification and compliance framework to ensure it complies with the relevant guidelines and regulations.

The Scottish Fire and Rescue Service, provides non-statutory advice to the industry in terms of the design and operation of such facilities.

The applicant will require the consent of the energy regulator Ofgem before connecting the network.

The Outline Battery Safety Management Plan identifies the legislation which controls the operation of the site including: the Health and Safety at Work etc. Act 1974; the Control of Noise at Work Regulations 2005; the Control of Substances Hazardous to Health (COSHH) Regulations 2002; the Electrical Equipment (Safety) Regulations 1994; the Fire Safety (Scotland) Amendment Regulations; and the Workplace (Health, Safety and Welfare) Regulations 1992.

Summary of benefits

The applicant has provided a benefits overview in support of the application:

Economic benefits - the proposal would result in economic benefits from direct employment in the construction phase; direct employment through operation and decommissioning phases; and job creation in the supply chain and related services.

Social benefits - stable energy prices leading to reduced bills and increased energy security.

Environmental benefits - fulfil a critical function in supporting the transition to net zero and combating climate change. Biodiversity net gain.

Micro-siting

The applicant has requested that a condition be attached to any planning permission granted to allow the micro-siting of the development in any direction up to 25 metres. Given the constraints associated with the overhead power lines and the gas pipeline, in practice this could only mean 25 metres in a generally west-ward direction. This would bring the development closer to the residential properties at Low Borland/New Borland Mill. Without prejudice, 25 metres would be a significant encroachment towards those properties and a condition to permit such is not therefore considered to be appropriate. It is considered that any such alterations to the development should be considered via a variation to any planning permission granted to allow the Council to fully control such matters.

Representations

The points of representation not specifically addressed above as considered as follows:

It is inevitable that there will be a degree of disruption during the construction phase, however this would be temporary and would not outweigh the wider benefits of the proposal. The concerns raised over road safety and traffic congestion during the construction phase have not been substantiated by the East Renfrewshire Council Roads Service.

The proposed site would not be considered to give rise to significant odour or fumes during the course of its normal operation.

Damage to private property during the construction phase, including building foundations, is not a material planning consideration.

The West of Scotland Archaeology Service has offered no objection to the proposal subject to a condition requiring the implementation of a programme of archaeological works.

Pre-application consultation and publicity was carried out by the applicant and the Council has carried out the neighbour notification process upon submission of the application, both in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

Loss of view is not a material planning consideration.

Whilst the proposal will involve development on a field within the green belt, the site is not identified as part of the green network. The life of the development is indicated as being 40 years and the loss of the farmland will therefore be temporary. Further, the land does not fall within the category of prime quality agricultural land.

Details relating to the reinstatement of the site can be secured by and agreed via a condition should the application be approved.

The applicant has indicated that underground cabling may be required to connect the facility to the Giffnock sub-station. Underground cabling carried out by electricity statutory undertakers is generally permitted development under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended). Any works that fall out with the scope of permitted development rights would be considered on its own merits.

Impact on property values is not a material planning consideration.

The Council has to consider that proposal before it and cannot direct the proposal to alternative sites.

The applicant's business credentials are not a material planning consideration.

Any further similar developments will be assessed on their own merits.

Perceived health risks from the normal operation of the proposal are not a material planning consideration.

The proximity of the overhead power lines is noted, however the developed area is out the safety buffer zone.

The site is not accessed directly from the GSO.

The location of the Whitelee Windfarm to the south and south-west of Eaglesham is noted. Given the physical separation of the windfarm and the application site, the cumulative impact of both developments is not considered to be such as would be detrimental to the amenity of residents within the Council's area.

Unlawful or antisocial behaviour, such as loitering or fly tipping, would be a matter for Police Scotland to address. The control of such behaviour is not a material planning consideration.

The East Renfrewshire Council Roads Service has not substantiated the view that the bus service serving Eaglesham would be unduly impacted during the construction phase.

There are no consented proposals to upgrade the Belle Craig roundabout that would be impacted by this proposal.

The comment relating to wildfire risk from the proposed native planting is noted, however it is not considered to carry sufficient weight as would justify a refusal of the application on those grounds.

The Council's EIA screening opinion was carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. Its conclusion that an Environmental Impact Assessment was not required in this instance remains the opinion of the Council.

Conclusion

Drawing all matters together, it is considered that the proposal generally complies with the terms of the development plan. There are no material considerations that indicate the application should not be approved.

It is therefore recommended that the application is approved subject to the conditions set out below.

PLANNING OBLIGATIONS: None.

RECOMMENDATION: Approve Subject to Conditions

CONDITIONS:

- 1 The development hereby approved must be begun not later than the expiration of 3 years beginning with the date on which the permission is granted or, as

the case may be, deemed to be granted.

Reason: To comply with the provisions of section 58 of The Town and Country Planning (Scotland) Act 1997, as amended.

2. (A) There shall be no commencement of development unless and until a bond or other form of financial guarantee in terms which secure the cost of performance of all decommissioning, restoration and aftercare obligations referred to in condition 3 is submitted to and approved in writing by the planning authority.

(B) The value of the financial guarantee shall be agreed between the developer and the planning authority or, failing agreement, determined (on application by either party) by a suitably qualified independent professional as being sufficient to meet the costs of all decommissioning, restoration and aftercare obligations referred to in condition 3.

(C) The financial guarantee shall be maintained in favour of the planning authority until the date of completion of all decommissioning, restoration and aftercare obligations referred to in condition 3.

(D) The value of the financial guarantee shall be reviewed by agreement between the developer and the Planning Authority or, failing agreement, determined (on application by either party) by a suitably qualified independent professional no less than every five years and increased or decreased to take account of any variation in costs of compliance with decommissioning, restoration and aftercare obligations and best practice prevailing at the time of each review.

Reason: To ensure that there are sufficient funds to secure performance of the decommissioning, restoration and aftercare conditions attached to this planning permission in the event of default by the developer.

3. (A) The development will disconnect from the grid and cease to import or export electricity no later than the date falling forty years from the date of final commissioning. The total period for decommissioning and restoration of the site in accordance with this condition shall not exceed forty-two years from the date of final commissioning unless otherwise agreed in writing by the Planning Authority.

(B) No development shall commence until a decommissioning, restoration and aftercare strategy has been submitted to and approved in writing by the Planning Authority. The strategy shall include measures for the decommissioning of the development, restoration and aftercare of the Site and will include, without limitation, proposals for the removal of the above ground elements of the development, confirmation of the status of subterranean elements of the development (retention, removal, or other such proposal), the treatment of ground surfaces, the management and timing of the works and environmental management provisions.

(C) No later than 3 years prior to decommissioning of the development or the expiration of the consent (whichever is the earlier) a detailed decommissioning, restoration and aftercare plan, based upon the principles of the approved decommissioning strategy, shall be submitted to the Planning Authority for written approval. The detailed decommissioning, restoration and aftercare plan, will provide updated and detailed proposals for the removal of the development, the treatment of ground surfaces, the management and timing of the works and environment management provisions.

(D) The development shall be decommissioned, the site restored, and aftercare thereafter undertaken in accordance with the approved detailed decommissioning, restoration and aftercare plan, unless otherwise agreed in writing in advance with the Planning Authority.

Reason: To ensure the decommissioning and removal of the development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

4. Development shall not commence until details of the finish and colour of all external surfaces of the buildings and structures to be installed/erected on the site; and of all hard surfaces have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the approved details. For the avoidance of doubt, the buildings and structures shall be finished in a shade of dark green.

Reason: To ensure the development is acceptable in appearance.

5. Development shall not commence until a detailed scheme of hard and soft landscaping works has been submitted to and approved in writing by the Planning Authority. This shall include the proposed planting around the compound area and along the frontage of the site with Glasgow Road. Details of the scheme shall include:

- i) Details of any earth mounding, hard landscaping, seeding and turfing;
- ii) A scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted;
- iii) Details of the phasing of the landscaping works;
- iv) Proposed levels; and
- v) Schedule of maintenance to include the replacement of failed landscaping throughout the lifetime of the development.

Thereafter the landscaping works shall be fully implemented as approved.

Reason: To ensure the implementation of a satisfactory scheme of landscaping to improve the environment quality of the development.

6. Visibility splays of 120 metres by 2.5 metres shall be provided in both directions at the junction of the new access with the existing road prior to the commissioning of the facility; and thereafter maintained free from any obstructions exceeding a height of 1.05m above the adjacent road.

Reason: To enable drivers of vehicles leaving the site to have a clear view over a length of road sufficient to allow safe exit

7. Prior to the commencement of any work on site, details of the proposed access to the site from Glasgow Road, shall be submitted and approved in writing by the Planning Authority. The proposed access shall be formed and surfaced in accordance with the approved details, such that no surface water or loose material shall discharge out onto the public road, prior to the commissioning of the development hereby approved.

Reason: In the interest of public road safety.

8. Development shall not commence until details of vehicle wheel cleaning facilities and a road cleaning strategy have been submitted to and approved in writing by the planning authority. Thereafter the approved vehicle wheel cleaning facilities and road cleaning strategy shall be implemented as approved. All construction vehicles exiting the site shall have all tyres and wheels cleaned before entering the road.

Reason: To ensure mud and deleterious materials are not transferred to the road.

9. Prior to the commencement of any work on site, details of temporary car-parking and laydown areas to be provided within the site during the construction phase; and a phasing schedule for their provision/removal, shall be submitted and approved in writing by the Planning Authority. The temporary car-parking and laydown areas shall be provided and removed in accordance with the approved details and phasing schedule.

Reason: In the interest of public road safety.

10. The three car-parking spaces, indicated on approved plan PL-006 Rev P11, shall be formed and delineated prior to the commissioning of the development hereby approved.

Reason: In the interest of public road safety.

11. 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: In order to protect any archaeological remains and to allow the Planning Authority to consider this matter in detail.

12. No works shall commence on site until the applicant has undertaken an assessment and modelling as required to determine the interference levels on the Scotland Gas Network's adjacent pipeline E06, E17 and G03 from steady state and fault conditions of the electrical infrastructure associated with the proposed development, taking into consideration the nearby SGN pipeline and associated equipment. This includes:

Any steady state AC or DC interference

Fault Condition Interference in accordance with the limits in BS EN50122-1:2022

If required, the applicant shall also design appropriate mitigation to ensure that levels of AC and DC interference are within acceptable limits (as described by SGN/PM/ECP/2, BS EN ISO 18086:2020 and BS EN 50162:2004). The results of this modelling (and mitigation, if required) will be submitted for the prior written approval of Scotland Gas Networks and the Planning Authority before any work commences on site.

Reason: In order to ensure a mechanism is in place to assess and mitigate the effects of inducing unacceptable levels of electrical alternating currents and voltage upon other utilities in the event they arise.

13. The Sustainable Urban Drainage Systems (SUDS) for the surface water regime, as set out on approved plan reference 1137-DR-IN-1001 Rev P02 shall be incorporated into the development prior to the commissioning of the development hereby approved.

Reason: In the interests of sustainable development.

14. Development shall not commence until the trees immediately to the north-west and north of the site have been protected by suitable fencing. Fencing shall be erected on at least the fullest extent of the canopy on broadleaf trees and half the height of conifer trees as set out in BS3998/2010 and BS5837/2012. Development shall not commence until details of the location and type of fencing have been submitted to and approved in writing by the planning authority. Thereafter the approved tree protection measures shall be fully implemented on site and remain in position throughout the construction of the development.

Reason: To protect the existing trees and shrubs so that they continue to contribute to the environmental quality of the area and soften the impact of the development.

15. The development of the site shall be undertaken in accordance with the Biodiversity Enhancement and Management Plan (the Plan) dated 21 January 2025 and submitted in support of the application. Details of the biodiversity enhancements outlined in the Plan shall be submitted and approved in writing prior to the commencement of any work on site. For the avoidance of doubt those details shall be submitted on a plan at a scale of 1:500 and shall show the location and extent of the hedgerow and scrub; and native species rich grassland; and the location of the herptile hibernaculum, all as referred to in the Plan. The biodiversity enhancement measures shall be completed within the first planting season following the commissioning of the development hereby approved.

Reason: To ensure the provision of biodiversity enhancement measures.

16. Prior to the commencement of any work on site, a light spill diagram, showing light levels emitted from the proposed lighting, shall be submitted and approved in writing by the Planning Authority. The lighting fixtures shall be angled to face into the site and the maximum levels of luminosity at neighbouring properties must not exceed 10 lux.

Reason: To safeguard the residential amenity of the occupants of the adjacent dwellings.

17. There shall be no construction work or offloading of delivered materials at the development site out with the hours of 0800 to 1900 Monday to Friday and 0800 to 1300 on Saturday with no working on Sunday or local or national public holidays unless minor and temporary amendments have been otherwise agreed in advance in writing by the planning authority. The starting up/warming up and shutting down of any construction machinery out with these hours shall not be audible from the boundary of any noise sensitive property.

Reason: To prevent noise nuisance to the surrounding area.

18. Between the hours of 0800 and 2000 the measured noise level emitted from the premises (LAeq (1hour)) shall not exceed the pre-existing background noise level (LA90 (1/2hour)) by more than 4dB (A) when measured in accordance with BS4142:2014+A1:2019 at buildings where people are likely to be affected. Between the hours of 2000 and 0800 the noise emitted from the premises (LAeq (5mins)) shall not exceed the pre-existing background noise level (L A90 (1/2hour)) by more than 4dB(A) when measured in accordance with BS4142:2014+A1:2019 at buildings where people are likely to be affected.

Reason: To ensure the occupants of adjacent premises are not subject to excessive noise nuisance.

19. Any previously unsuspected contamination which becomes evident during the development of the site shall be brought to the attention of the Council as Planning Authority within one week or earlier of it being identified. A more detailed site investigation to determine the extent and nature of the contaminant(s) and a site-specific risk assessment of any associated pollutant linkages, shall then require to be submitted to and approved in writing by the Council as Planning Authority.

Reason: To protect the environment from the effects of contamination.

20. The development hereby approved shall not commence until the details of the relocation of the bus stop and lighting column as shown in drawing number RHC-23-345-01, including their finished location and design; and the timescale for their relocation, have been submitted and approved in writing by the Planning Authority. Thereafter, the bus stop and lighting column shall be relocated as soon as practicably possible following the formation of the new access and visibility splays, all in accordance with the approved details.

Reason: In the interest of public road safety and to ensure minimal disruption to the users of the bus service.

21. The development hereby approved shall not commence until details of the culvert to be formed under the proposed access adjacent to Glasgow Road have been submitted and approved in writing by the Planning Authority. Thereafter the culvert shall be formed in accordance with the approved details.

Reason: In the interest of public road safety and to avoid blockage of the watercourse/field drain.

ADDITIONAL NOTES:

In addition to planning legislation, I would draw your attention to the provisions of the Nature Conservation (Scotland) Act 2004 and the Wildlife and Countryside Act 1981 with regard to the protection of Wildlife and, in particular, the needs to ensure that all works are preceded by a check for nesting birds. It is a criminal offence to intentionally or recklessly damage, destroy or otherwise interfere with any wild bird nest which is in use or being built or, which, at any other time, is habitually used by certain birds protected by special penalties. Where it is proposed to carry out works which will affect European Protected Species (including bats) or their shelter/ breeding places, checks should first be made by an appropriate bat surveyor. In the event a protected species would be affected a licence is required from the Scottish Government. Further information on these matters can be sought initially from Scottish Natural Heritage or Scottish Government Species Licensing Team, Countryside and Heritage Unit, Victoria Quay, Edinburgh.

Waste materials arising from the demolition on site shall be disposed of to a licensed waste management facility or to a landfill site in accordance with the Waste Management Regulations 1994 (as amended) and the Special Waste Regulations 1996.

The applicant is requested to comply with the requirements of Scottish Environment Protection Agency (SEPA).

The applicant is advised to contact Scottish Water, Developer Services, Clyde House, 419 Balmore Road, Glasgow, G22 6NU, prior to commencing any works on site.

East Renfrewshire Council Roads Service should be consulted regarding a Road Opening Permit for service connections and footway crossover.

No materials or skips should be placed on the footpath / road without the prior written consent of East Renfrewshire Council Roads Service, 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG.

Before construction takes place, the Applicants' contractor will be required to contact the Operational Roads Service to discuss among other things, how disruption to public roads can be minimised, what temporary traffic management will be required and what remedial measures may be required on public roads adjacent to the application site.

East Renfrewshire Council Operational Roads Service (Street Lighting) should be contact at the earliest opportunity regarding the possible re-siting (if possible) of any affected lighting columns. Similarly SPT should be contacted regarding the repositioning of any bus stop.

The premises require to comply with:

The Health and Safety at Work Etc. Act 1974 and any subordinate legislation made thereunder; and

The business operations and any activities in relation to alterations require to comply with The Health and Safety at Work Etc. Act 1974 and any subordinate legislation made thereunder.

ADDED VALUE:

Conditions have been added that are necessary to control or enhance the development and to ensure the proposal complies with the Development Plan policies

BACKGROUND PAPERS:

Further information on background papers can be obtained from Mr Derek Scott on 0141 577 3001.

Ref. No.: 2025/0043/TP
(DESC)

DATE: 3rd April 2025

DIRECTOR OF ENVIRONMENT

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