

**Corporate and Community Services Department**

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Date: 6 March 2020

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TO: Councillors A Ireland (Chair), B Cunningham (Vice Chair), A Convery, J Fletcher, J McLean, S Miller and J Swift.

**PLANNING APPLICATIONS COMMITTEE**

A meeting of the Planning Applications Committee will be held in the Council Chamber, Council Headquarters, Eastwood Park, Giffnock on **Wednesday, 11 March 2020 at 2.00pm.**

The agenda of business is as shown below.

**Caroline Innes**

C INNES

DEPUTY CHIEF EXECUTIVE

1. **Report apologies for absence.**
2. **Declarations of Interest.**
3. **Applications for planning permission for consideration by the committee – Reports by Director of Environment (copy attached, pages 3 - 80).**

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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**

Index of applications under the above acts to be considered by Planning Applications Committee on  
11th March 2020

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**Reference No:** 2018/0791/TP

**Ward:** 5

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**Applicant:**

Robertson Homes Ltd  
Robertson House  
Castle Business Park  
Stirling  
Scotland  
FK9 4TZ

**Agent:**

**Site:** Land at Maidenhill (bounded by Ayr Road to the east and M77 to the west), Newton Mearns, East Renfrewshire

**Description:** Erection of residential development (comprising 46 dwellinghouses and 10 flats) and associated roads, SUDS and landscaping (major)

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

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**Reference No:** 2019/0370/TP

**Ward:** 1

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**Applicant:**

Taylor Wimpey West Scotland and Wallace Land  
Investments.  
Lightyear Building  
Marchburn Drive  
Paisley  
PA3 2SJ

**Agent:**

Geddes Consulting  
Quadrant  
17 Bernard Street  
Edinburgh  
EH6 6PW

**Site:** Land at Netherton Farm, Springfield Road, Barrhead

**Description:** Erection of residential development (316 units) with associated access roads, parking and SUDS areas and associated engineering and landscaping works; alterations to Springhill Road/Springfield Road junction (major)

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

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# REPORT OF HANDLING

Reference: 2018/0791/TP

Date Re-registered: 6th November 2019

Application Type: Full Planning Permission

This application is a Major Development

Ward: 5 -Newton Mearns South And Eaglesham

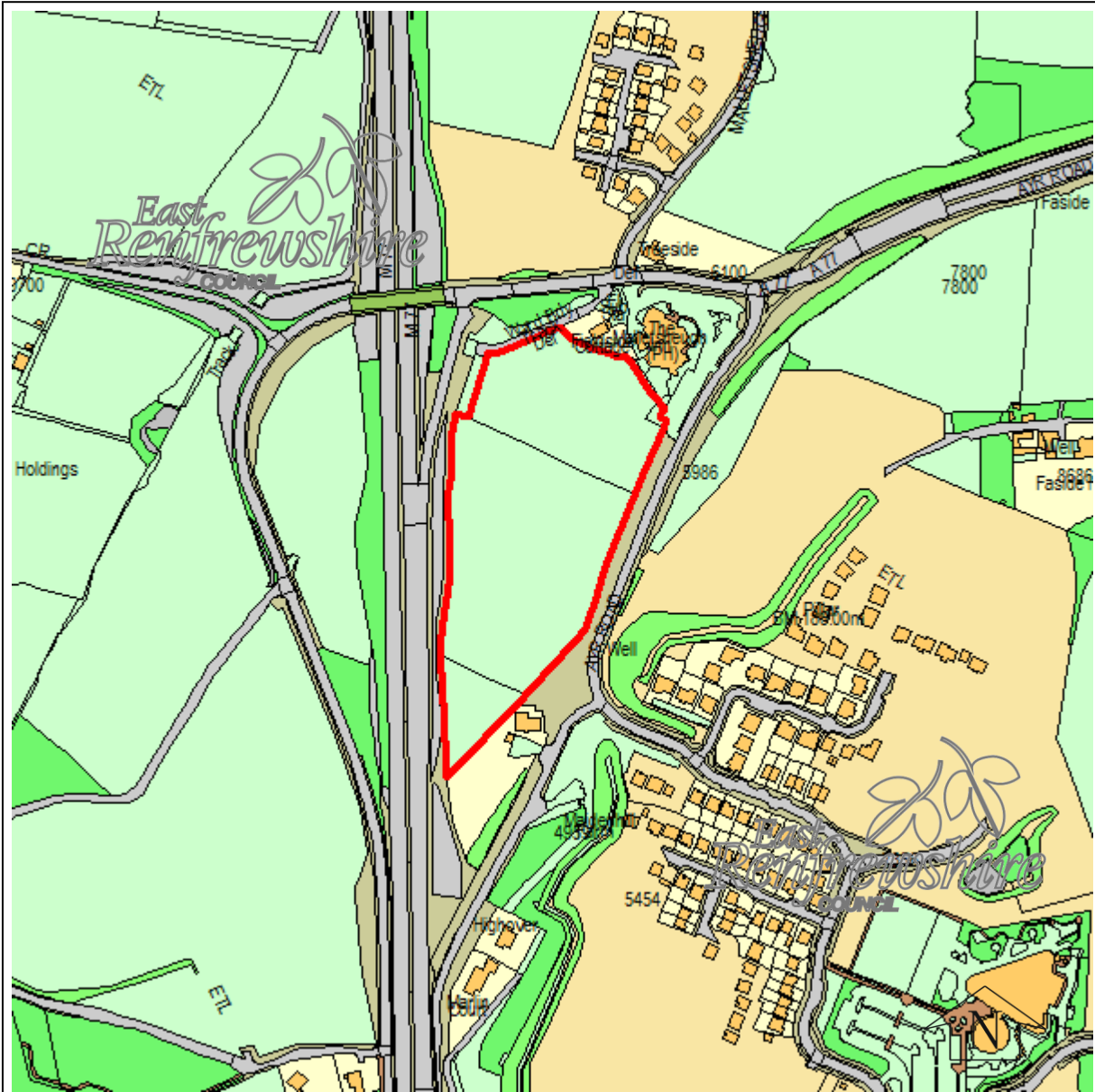
Co-ordinates: 252474/:654855

Applicant/Agent: Applicant: Agent:  
Robertson Homes Ltd  
Robertson House  
Castle Business Park  
Stirling  
FK9 4TZ

Proposal: Erection of residential development (comprising 46 dwellinghouses and 10 flats) and associated roads, SUDS and landscaping (major)

Location: Land at Maidenhill (bounded by Ayr Road to the east and M77 to the west)  
Newton Mearns  
East Renfrewshire

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**CONSULTATIONS/COMMENTS:**

East Renfrewshire Council Roads Service	Recommends visibility splays 2.5 metres by 60 metres by 1.05 metres at the junction of the new access with Ayr Road and 2.5 metres by 25 metres by 1.05 metres at internal junctions within the site.
East Renfrewshire Council Environmental Health Service	Recommends conditions relating to construction times, site investigation and any unsuspected contamination.
Transport Scotland Trunk Roads Network Management	No objection.
Scottish Environment Protection Agency	No objection.
Scottish Water	No objection. Indicates there is sufficient capacity at Milngavie Water Treatment Works and that the local drainage infrastructure has sufficient capacity for foul flows. Surface water should be discharged to the nearest watercourse via a suitable SUDS system.
East Renfrewshire Council Affordable Housing and Development Contributions Officer	No objection subject to the conclusion of a legal agreement to secure relevant planning obligations (both affordable housing and development contributions).
Broom, Kirkhill and Mearnskirik Community Council	Objects on the grounds of flooding and drainage.
Scottish Natural Heritage	The developer should undertake pre-work checks for badgers and voles.
West of Scotland Archaeology Service	Recommends a condition relating to the implementation of a programme of archaeological works.
Glasgow Prestwick Airport	No objection.
National Air Traffic Service	No objection.
Ministry of Defence	No response at time of writing.
Glasgow Airport	No response at time of writing.

**PUBLICITY:**

19.04.2019	Glasgow and Southside Extra	Expiry date 03.05.2019
06.09.2019	Evening Times (re-	Expiry date 20.09.2019

advertisement)

**SITE NOTICES:** None.

**SITE HISTORY:**

2011/0765/TP	Erection of garden centre (major) (planning permission in principle)	Withdrawn	08.08.2017
2015/0007/TP	Erection of residential development comprising 67 dwellinghouses and 16 flats with associated access off Ayr Road, access roads, landscaping, parking and SUDS area (major)	Appeal against non-determination of the application dismissed by the Scottish Ministers	05.10.2016

**REPRESENTATIONS:** Two objections have been received and can be summarised as follows:

Noise impact during construction phase  
 Potential for damage to adjacent properties during the construction phase  
 Removal of mature trees from within the site  
 Boundary dispute  
 No information on topography  
 Overshadowing/impact on daylight from proposed dwellings and land raising  
 Disruption to TV reception  
 Flooding

**DEVELOPMENT PLAN & GOVERNMENT GUIDANCE:** See Appendix 1

**SUPPORTING REPORTS:**

Flood Risk Assessment (December 2018)	Assesses the potential flood risk to the development from all sources. It indicates there are no known watercourses passing through the site and that it is not at risk from fluvial flooding. Overland flow modelling indicates that the site lies within the catchment of a drain at Hunter Drive. There is a depression within the northern part of the site where water ponds before entering this drain. It recommends that a similar volume of storage is provided before discharge is made to the drain. No significant risk of flooding from other sources were identified.
Design and Access Statement	Analyses the design context of the development that meets the aspirations of the Council's adopted Masterplan. Analyses vehicular and pedestrian access through the site and describes the site layout, landscaping, architecture and materials. Concludes that the development is designed to integrate with the approved masterplan and retains key landscape features including trees. Provides a clear and easy to navigate layout with excellent pedestrian connectivity.
Ecological Appraisal (October 2018)	Provides an ecological appraisal of the site and identifies 6 phase 1 habitat types. Whilst there is suitable habitat for bats, badgers, brown hare, West European hedgehog and birds, no evidence of protected species were recorded during surveys.

Report on Road Traffic Sound (October 2019)	Describes the methodology behind road traffic sound level measurements of traffic on the M77 and the subsequent data gathered. The sound levels have been assessed as prescribed in Planning Advice Note 1/2011: <i>Planning and Noise</i> . Magnitude of impact and significance has then been determined in accordance with Technical Advice Note 2011: <i>Assessment of Noise</i> . It states that during the night, the sound of road traffic will have a moderate adverse impact and during the day it will have a major adverse impact. It states that the sound can be effectively attenuated by the provision of acoustic barriers and describes how they should be built. This is reflected in the applicant's submission.
Planning Statement	Describes the application site and the proposal. References the relevant policies within the adopted East Renfrewshire Local Development Plan, the proposed East Renfrewshire Local Development plan 2 and the Maidenhill Masterplan. Makes an assessment against planning policy, proposed policy and the masterplan. Concludes that the proposal satisfies the relevant policies and that the application should be approved.
Road Safety Audit	No local alignment, general or junction road safety problems were identified. Recommends that pedestrian drop kerbs are provided on both sides of Ayr Road and that drop kerbs are provided at the parking areas within the site.
Transport Statement	Describes the site, its context and the proposed development. Examines the key transportation issues and access opportunities associated with all modes of travel for residential development on the site. It demonstrates that the site will be accessible by sustainable modes of travel and will integrate effectively with the existing transport network. The statement demonstrates the proposal satisfies all transport policy requirements.

## **ASSESSMENT:**

This is a Major Development under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. As a consequence the application has to be determined by the Planning Applications Committee.

### Site description and characteristics

The application site comprises an elongated wedge-shaped area of land that is bounded on three sides by the M77 to the west, Ayr Road to the east and Malletsheugh Road to the north and lies to the south west of Newton Mearns. The overall application site extends to approximately 3.24 hectares and is part of the Malletsheugh/Maidenhill Strategic Development Opportunity site as identified in the adopted East Renfrewshire Council Local Development Plan (LDP). The site is therefore no longer located in the Greenbelt. Paragraph 32 of Scottish Planning Policy 2014 indicates that proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. It should therefore be noted at the outset that the identification of the site as part of a Strategic Development Opportunity site in the adopted LDP means there is no requirement to re-examine the principle of whether this development is acceptable.

The application site is currently an Open Upland Farmland Landscape Character Type with Urban Fringe Farmland. The site is presently grassland and is gently undulating with lower-lying areas towards the centre of the site. There are raised points at the southern tip of the site. Along the western boundary there is a prominent rock outcrop on the eastern boundary adjacent to Ayr Road. The field boundary/hedgerow transects the northern part of the site and there are two mature beech trees in the south of the site.

The M77 runs parallel to the western boundary of the site and generally sits at a lower level than the site. A residential property, Maidenhill Lodge lies adjacent to the south of the site and also sits at a lower level than the southern section of the site. Ayr Road which runs parallel to the eastern boundary is generally slightly elevated above the eastern side of the site. A former public house (the Malletsheugh Inn) lies adjacent to the north of the site. Residential developments which also form part of the Strategic Development Opportunity site are currently being constructed on the opposite side of Ayr Road to the east and south-east of the site and adjacent to Malletsheugh Road to the north and north-east.

### Proposed development

Permission is sought for the erection of a residential development comprising 42 two storey detached houses, 4 two storey terrace houses and 10 flats. The flats are to be in 2 two storey blocks of six and four flats. A single vehicular point of entry is proposed from Ayr Road at approximately the mid-point of the site with two further pedestrian links into the site approximately 55 metres and 75 metres to the north and south of the vehicular access respectively. The internal layout comprises a single loop road with a cul-de-sac at the southern end. On-site affordable housing will be provided in a combination of flats and terraced housing, which are located towards the north east of the site.

A sustainable urban drainage (SUDS) basin is proposed in the north of the site and underground attenuation is proposed towards the centre. An area of open space is proposed towards the centre of the site and landscaping along the site's frontage with Ayr Road. A 2m high noise barrier in the form of a fence and a 10m wide landscape buffer is proposed along the west boundary with the M77.

4500sqm of amenity open space is proposed to be provided within the development. This is in addition to the 10m wide landscape buffer that runs the length of the site adjacent to the M77.

Re-grading of the site is also proposed in order to provide level build platforms. Given the overall topography of the site, with its high point in the south and low point towards the south, ground lowering is generally proposed at the south and the land raising generally towards the north. Land lowering is proposed up to 2.5 metres and land raising up to 2.4 metres.

### Scottish Planning Policy

Scottish Planning Policy (SPP) introduces a presumption in favour of development that contributes to sustainable development and indicates that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place but not to allow development at any cost.

Scottish Planning Policy on the Delivery of New Homes indicates the planning system should identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times; enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders.

The site has been identified as a housing development site through the preparation and adoption of the East Renfrewshire Council Local Development Plan (LDP). It is considered that this site contributes to the housing land supply for East Renfrewshire and therefore accords with this aspect of Scottish Planning Policy.

Scottish Planning Policy on Affordable Housing indicates that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. Where affordable housing is required, this should generally be for a specified proportion of the serviced land within a development site to be made available for affordable housing. The level of

affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses.

Scottish Planning Policy on Placemaking indicates that planning's purpose is to create better places through a design-led approach with planning supporting development which is designed to a high-quality, which demonstrates the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptive; resource efficient; and easy to move around. These qualities will be explored later in this report.

The SPP sits alongside Scottish Government planning policy documents of which Creating Places and Designing Streets are relevant to determining this application.

#### Strategic Development Plan (approved July 2017) (SDP)

Policy 7 of the SDP on Joint Action Towards the Delivery of New Homes indicates that in order to enhance housing delivery and contribute towards the creation of high quality places, Local Authorities, Community Planning Partners and the housebuilding and development industry will work to ensure the delivery of homes needed to support the Vision and Strategy. The joint action should seek to prioritise activities including the allocation of resources and development of initiative mechanisms, which improve housing delivery across all sectors. This should focus on the existing housing land supply and public sector estate whilst bringing forward new opportunities in accordance with Policy 8.

The long term strategic planning for housing in the city region is informed by a Housing Need and Demand Assessment (HNDA) which estimates the number of additional homes required to meet existing and future demand. The HNDA provides estimates of the amount and likely tenure of additional housing required to meet existing and future need and demand. To accord with Scottish Planning Policy the appropriate time periods are 2024 and 2029 which provide the context for establishing the land requirement for the 5 and 10 year land supplies for Local Development Plan purposes as well as a broad indication of requirements over the longer term of 20 years.

Policy 8 of the SDP on Housing Land Requirement indicates that in order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- Make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in Schedule 8, for the Private Housing Land Requirement by Housing Sub-Market Area set out in Schedule 9 and for the Private Housing Land Requirement by Local Authority set out in Schedule 10;
- Allocate a range of sites which are effective or expected to become effective in the plan periods to meet the local housing land requirements for each Housing Sub-Market Area and for each local authority of the SDP up to 10 years from the expected date of adoption;
- Provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market area and for each local authority;
- Undertake annual monitoring of completions and land supply through Housing Land Audits.

Policy 9 indicates that in order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, local authorities should, through appropriate mechanisms;

- Develop appropriate policy responses where required, including affordable housing, specialist housing, and development contributions policies, to deliver housing products taking account of the HNDA as well as local evidence and circumstances; and

- Ensure that any affordable housing, specialist housing and development contributions policies are applied in the manner that enables the delivery of housing developments.

The proposed development is considered to be of a strategic scale as the site area exceeds 2 hectares and requires to be assessed against Box 1 of Diagram 10. Box 1 considers whether the proposed development supports the vision and spatial development strategy and the place-making policy. Any development that fails to meet the relevant criteria in Box 1 will be regarded as a departure from the SDP.

The proposed development is located within the Malletsheugh/Maidenhill Strategic Development Opportunity site and it is considered to support the Vision and Spatial Development Strategy of the SDP. As a consequence, the proposal is subject to Local Development Plan assessment.

#### East Renfrewshire Local Development Plan (June 2015)

The adopted East Renfrewshire Local Development Plan (LDP) sets out a visionary and ambitious development strategy comprising of two key strands: regeneration and consolidation of urban areas; and controlled urban expansion as set out under Strategic Policy 1. The LDP aims to deliver controlled urban expansion within 3 Strategic Development Opportunities (SDOs) (Maidenhill, Barrhead North and Barrhead South) to provide long term effective land supply beyond 2025 alongside the infrastructure required to support these new communities. Comprehensive master plans have been prepared for each SDO and adopted as Supplementary Planning Guidance alongside the LDP.

The site is identified in the adopted LDP as part of the Malletsheugh/Maidenhill Strategic Development Opportunity and covered by Policy M2.1. Policy M2.1 sets out a range of requirements that the wider Strategic Development Opportunity site must deliver including:

- A mix of housing types and tenures including affordable;
- 2 new Primary Schools;
- A high quality and sustainable building design, layout and places;
- An integrated green network throughout the site;
- Community/Leisure facilities including a site for a religious facility; and
- A sustainable transport strategy.

This masterplan site also covers the land to the east and north of Ayr Road that is to be developed by others. As indicated above this masterplan area has been established as a development site through the adoption of the LDP. The proposed development therefore accords in general terms with Policy M2.1.

Policy SG2 relates to the distribution of new housing and indicates the Council will support the additions to the established housing land supply as shown on the Proposal Map and as listed in Schedules 10 and 11 and the masterplan areas under Policies M2 to M8. All proposals require to comply with the terms of Policy SG5 Affordable Housing and Strategic Policy 3. Policy SG2.10 refers to the Maidenhill site and indicates a notional capacity of 800 residential units which covers the wider Strategic Development Opportunity site, including the current application site.

Strategic Policy 3 and the adopted SPG on Development Contributions (June 2015) indicates the Council wishes to secure community infrastructure and environmental benefits arising from new development to mitigate their impacts. The Local Development Plan makes it clear that the Maidenhill strategic development opportunity will have to ensure the delivery of key infrastructure that will be required to support development and ensure the development delivers significant environmental, social and economic benefits.

The development contribution requirement for this site includes payments for Education (pre-five, primary and secondary); Green Network and Access (Dams to Darnley); Community Facilities (community halls & libraries and sports); Parks and Open Space; and Roads and Transportation.

The relevant development contributions for this site have been agreed with the applicants, as has the requirement for a Section 75 legal agreement to secure the future payment of the contributions.

Policy SG6 indicates the Council will support a flexible approach to sustainable economic growth to meet the development needs of established and emerging employment sectors and will support the development of employment generating uses including at the Strategic Development Opportunity site (Policy SG6.13). The Council will encourage also the relocation of inappropriately sited industrial and business uses to business/employment areas including at Strategic Development Opportunity site (Policy SG6.12). The Maidenhill Masterplan identifies mixed use development occurring at the former Malletsheugh Inn site. The planning application does not include business or employment generating uses and this is likely to be provided elsewhere in the Strategic Development Opportunity site. Policy SG6 is therefore not directly relevant to assessing this application.

Policy SG8 indicates the Council's support for new retail and complementary development with retail development identified for the Strategic Development Opportunity site. The planning application does not include retail development and Policy SG8 is not directly relevant to assessing this application. Such retail development is likely to occur elsewhere at the Strategic Development Opportunity site.

Policy D13 indicates that the provision of community, leisure and educational facilities will be a core component of any masterplan. Policies D13.18 and D13.19 relate to such facilities at the Strategic Development Opportunity site with the details to be determined through the preparation of a comprehensive masterplan. The planning application does not include retail development and Policy D13 is not directly relevant to assessing this application. Such retail development is likely to occur elsewhere at the Strategic Development Opportunity site.

The following policies are also related to the assessment of this application.

Policy SG1 indicates the Council has identified sufficient land for a minimum of 4100 homes and associated infrastructure to be delivered in East Renfrewshire between 2009 and 2025 to comply with the Strategic Development Plan requirements. The sites listed under Schedules 8 to 11, of which the application site is one, will contribute towards meeting these targets. In general terms the proposed development is considered to accord with this policy.

Policy SG3 relates to the phasing of new housing development in order to ensure that a 5 year continuous effective housing land supply is maintained at all times. This Policy indicates that sites listed in Schedules 10 and 11, of which this is one, will be removed from the greenbelt.

Policy SG4 indicates that all new housing proposals should include a mix of house types, sizes and tenures to accord with the Council's Local Housing Strategy and the Strategic Housing Need and Demand Assessment. The proposed development provides a mix of house types and tenures and therefore accords with the general terms of this policy.

Policy SG5 requires residential development to have a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off-site. 25% on-site affordable housing comprising 14 units is to be integrated into the north east section of the site and made up of the following:

Five 1 bedroom flats; five 2 bedroom flats; three 3 bedroom terrace houses; and one 4 bedroom end-terrace house.

This mix is acceptable in terms of the masterplan requirements. The planning statement advises that all of the dwellings comprising the affordable housing contribution will be for social rent and that the Council will be given first opportunity of the units. The other option is for a RSL partner to be identified. Either option is acceptable in terms of the adopted Supplementary Planning Guidance on Affordable Housing.

Should the application be approved a section 75 legal agreement would be required to secure the affordable housing contribution. This has been agreed with the applicant.

Policy D1 includes a number of criteria for assessing development in order that it is well designed and sympathetic to the local area and demonstrate that a number of criteria have been considered, and where appropriate, met. It is acknowledged that this development will change the existing fields to residential development. However this change has been anticipated through the designation of the site in the adopted Local Development Plan. The proposed development will not be incompatible with the nearby existing and emerging residential developments. The proposed development accords with the general terms of Policy DC1 and the detail of the development shall be assessed elsewhere in this report and against other relevant policies.

Policy D7 indicates that new development proposals should incorporate a range of green infrastructure including open space provision, multi-use access, SUDS, wildlife habitat and landscaping. This infrastructure should be integral to the development. The proposed development incorporates green infrastructure in the form of landscaped areas, landscape buffers and planted landscaped areas fronting onto Ayr Road. In addition the SUDS areas are landscape features.

Further details, including minimum open space provision is contained within the adopted Supplementary Planning Guidance: Green Network and Environmental Management (Green Network SPG)

There are limited instances in the site where the private rear garden sizes do not meet the minimum requirements set out in the Green Network SPG. Those shortfalls are marginal and do not compromise the overall character of the proposed development. Some of the rear gardens backing onto the landscape buffer between the site and the M77 do not meet the minimum depth of 10 metres especially where a single storey projection is proposed to the rear. The shorter gardens at this point are noted. However any impact is nevertheless mitigated by their overall size and the landscape buffer to the rear which avoids any window to window overlooking.

Policy D18 indicates the Council supports the requirement to protect safeguarded areas for Glasgow and Prestwick Airports to ensure that development proposals do not adversely impact on the safe and efficient operation of the airports. It is noted that Glasgow Prestwick Airport and the National Air Traffic Service (NATS) have indicated that they have no objection to the proposal. Consultation responses are still awaited from Glasgow Airport and the Ministry of Defence. It should be noted that Glasgow Airport had no objections to the previous application at this site (2015/0007/TP). It is also noted that there were no objections from any of the aerodrome and aviation safeguarding consultees to the other applications for residential development within the Maidenhill Strategic Development Opportunity site (2016/0712/TP, 2016/0643/TP and 2016/0847/TP), all of which have been approved. On the basis of this it is not considered that the proposal has any implications for Policy D18.

Policy E3 indicates there will be a strong presumption against development that is likely to have an adverse effect on the water environment and Policy E4 indicates that development which could be at significant risk from flooding, and/or could increase flood risk elsewhere will be resisted. In this regard, SEPA and Scottish Water have no objection to the proposal. The northern part of the site is identified on SEPA's flood maps as being of medium to high risk of surface water flooding as a result of topography. This is in the vicinity of the proposed Sustainable Urban Drainage pond. The flood risk assessment indicates that any surface water run-off can be attenuated within the SUDS pond.

Policy E5 requires a Sustainable Urban Drainage System (SUDS) to be incorporated into all new developments to moderate surface water drainage from the site and mitigate impacts on water quality. A development of this size requires SUDS and this is a standard feature to deal with surface water drainage of residential developments. The drawings submitted with the application identify SUDS areas at two locations within the site. The inclusion of the SUDS areas complies with the requirements of this Policy. The discharge from the SUDS areas are to be at a controlled rate with the maximum discharge being equivalent to greenfield (i.e. pre-development) runoff



rates. It has been indicated that this is the case and both SEPA and the Council's Roads Service have no objections on the grounds of flooding.

Policy E6 relates to waste water treatment and indicates that connection to the public sewerage system is required for all new development proposals except in particular circumstances. Proposals should not pose or add to an environmental risk as a result of cumulative development. It is Scottish Water's responsibility to ensure whether their network has the capacity to take the sewage from the site. Scottish Water has been consulted on the application and has no objections. In particular Scottish Water has indicated that once a formal connection application is submitted to them after planning permission has been granted, they will review the availability of capacity at that time and advise the applicant accordingly. Scottish Water has also indicated that Milngavie Water Treatment Works has sufficient capacity and the drainage infrastructure, which was upgraded for the Maidenhill Development, has sufficient capacity for this proposed development. The proposal therefore raises no conflict in terms of Policy E6.

#### Adopted Supplementary Planning Guidance: Maidenhill Master Plan - June 2015

The Master Plan outlines key design principles and concepts for the multi-use developments consisting of five landholdings at Maidenhill and Malletsheugh and illustrates and expands on the Council's vision for the area.

The vision is to create a new urban quarter within East Renfrewshire providing a high quality built environment that maintains and builds upon the area's existing qualities. It is to be a socially inclusive community providing a range of house tenures, types and sizes to meet local needs. It is to provide an attractive and distinctive landscape setting that will enhance the green network. It is to ensure the incorporation of local services and community facilities to serve the existing and growing community. It is to ensure sustainability is a core component of all aspects of the design and all steps will be taken to create a well-planned and desirable 'place to grow'.

It is important to note the SPG is not a detailed master plan layout for the area and the various sites have complex topographies which require full design of levels, drainage and roads to be meaningful. The purpose of the SPG is to guide and assist those developing detailed proposals and identifies issues which should be scrutinised, and concepts that should be developed in detail. These concepts include a landscape framework that will ensure an integrated approach to amenity, connectivity, bio-diversity, ecology and drainage; a roads, access and transport strategy that will encourage the use of public transport, cycling and walking; an urban design strategy that will create a 'sense of place'; and a strategy for the provision of affordable housing that will ensure a mix of dwelling types, suitably located throughout the master plan area. Specifically relating to this site, the SPG provides for a landscape buffer and anticipates the need for a noise barrier, both on the western edge of the site adjacent to the M77 motorway. It also provides for a frontage looking out onto Ayr Road.

It is considered that the applicant has taken on board the provisions of the SPG in the proposed development layout.

#### Scottish Planning Policy on Place-making

Scottish Planning Policy on Place-making indicates that planning's purpose is to create better places through a design-led approach with planning supporting development that is designed to a high-quality, which demonstrates the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptive; resource efficient; and easy to move around.

This Policy makes it clear that street design must consider place before movement with street design being derived from an intelligent response to location, rather than rigid application of standards, regardless of context. Designing Streets emphasises its prime concern is to shift the focus back to the creation of successful places through good street design rather than vehicle movement dominating the design of streets.

There is a clear hierarchy of street design with the primary route accessing the site from Ayr Road, turning right and looping towards the north-west corner of the site. The loop is completed

with the secondary route. Despite the site's elongated shape, the applicant has broken up what would otherwise have been a straight run down the western site with changes in horizontal alignment and positioning individual houses closer to the shared surface.

### Proposed Local Development Plan 2

The Proposed Local Development Plan 2 is a material consideration and with regard to this planning application, the relevant policies are considered to be Strategic Policy 1, Strategic Policy 2, Policy M2.1, Policy D1, Policy D6, Policy D10, Policy SG1, Policy SG2, Policy SG4, Policy E5 and Policy E8. The aforementioned policies largely reflect the adopted Local Development Plan policies. Consequently, for reasons stated above, it is considered that the proposed works accord with the relevant policies in the Proposed Local Development Plan.

### Representations

The following comments are made in respect of the objections raised.

Given the scale and nature of the proposal there may be possible noise/disturbance during the construction phase. The impact on the adjacent properties can be lessened by controlling the hours of construction on site and this can be addressed by a condition.

Whilst some rock will be removed as part of the construction process, it is not envisaged that damage is likely to be caused to adjacent properties during the construction of the development. In the event that damage is caused, this would be a private legal matter between the parties involved and is not a material planning consideration.

The site is not covered by a tree preservation order. Whilst the masterplan indicates the existing trees and planting along the western boundary adjacent to the M77 and at the southern tip of the site are part of the green infrastructure it does not require the two trees that are within the southern section of the site to be retained. Their loss would not be considered to significantly impact on the character or amenity of the area.

Potential boundary disputes are private legal matters and are not material planning considerations.

The applicant has submitted sufficient information on topography with which to determine the application.

The closest existing properties to the development site are Maidenhill Lodge adjacent to the south of the site and Fieldside Cottage to the north. These properties are approximately 25 and 20 metres from the closest proposed dwellings respectively. Given the separation distances and the orientation of the proposed dwellings relative to the existing houses, there would be no significant additional overlooking, overshadowing or loss of daylight.

Whilst a level build platform is to be created in the south area of the site, this will be created principally by reducing ground levels. There would therefore be no overshadowing of the adjacent dwelling by land raising. Land raising of approximately 0.6m to 2.3m is proposed in the northern part of the site in proximity to the existing dwelling Fieldside Cottage. Given the separation distance and the orientation of the existing dwelling relative to the proposed dwellings this would not give rise to excessive additional overlooking, overshadowing or loss of daylight.

Any possible disruption to television reception is not a material planning consideration.

The site is not covered by a natural heritage designation. The Ecological Appraisal submitted with the application states that whilst there is potential habitat for badgers and bats, there is no evidence of protected species on the site.

In terms of flooding, Scottish Water and SEPA have indicated no objection to the proposal.

## Overall Conclusion

The application site is part of the Malletsheugh/Maidenhill Strategic Development Opportunity site as identified in the adopted East Renfrewshire Council Local Development Plan (LDP). The principle of the development has been established through the adoption of the Local Development Plan and what is being considered in this application is the detail of the development.

The vision of the adopted Maidenhill Masterplan is to create a new urban quarter within East Renfrewshire providing a high quality built environment that maintains and builds upon the area's existing qualities. It is to be a socially inclusive community providing a range of house tenures, types and sizes to meet local needs. It is to provide an attractive and distinctive landscape setting that will enhance the green network. Local services and community facilities to serve the existing and growing community will be provided elsewhere in the wider Maidenhill Strategic Development Opportunity Site in accordance with the masterplan. The vision seeks to ensure sustainability is a core component of all aspects of the design and all steps will be taken to create a well planned and desirable 'place to grow'.

It is considered that the proposed development accords with these general requirements.

The impact of the development has been assessed and the detail of the development and the impacts are considered to be acceptable.

The development accords with the development plan and is acceptable at this location. There are no material considerations that would outweigh the relevant policies.

**RECOMMENDATION:** Approve subject to conditions following the conclusion of a legal agreement relating to the delivery of affordable housing and payment of development contributions.

**PLANNING OBLIGATIONS:** A Section 75 legal agreement relating to the delivery of affordable housing and development contributions (relating to education (pre-five, primary and secondary); green network and access (Dams to Darnley); community facilities (community halls & libraries and sports); parks and open space; and roads and transportation.

### **CONDITIONS:**

1. Development shall not commence until a drawing showing the maximum achievable visibility splays to be provided at the junction of the access road with Ayr Road has been submitted and approved in writing by the Planning Authority. For the avoidance of doubt this junction shall have minimum visibility splays of 2.5m by 60m by 1.05m. The achievable visibility splays should be clearly indicated, including the numeric values, in both the primary and secondary directions from the new access. No vegetation, landscaping, structures or fencing over 1.05m in height will be permitted within this splay. The junction shall be formed with the approved visibility splays prior to the occupation of any dwelling.

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

2. Visibility splays of 2.5 metres by 25 metres shall be provided in both directions at all internal road junctions within the site; and thereafter maintained free from any obstructions exceeding a height of 1.05m above the adjacent road.

Reason: To enable drivers of vehicles to have a clear view over a length of road sufficient to allow safe use of the internal road junctions.

3. Development shall not commence until details of the phasing of the development has been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the approved phasing scheme.

Reason: In order to ensure a properly programmed development.

4. Development shall not commence until samples of materials to be used on all external surfaces of the building and 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.

Reason: To ensure the development is acceptable in appearance.

5. Development shall not commence until details and location of all walls (including retaining walls) and fences to be erected on the site have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the development is acceptable in appearance.

6. The 2 metre high acoustic fence, shown on approved plans reference MHNM-ARC-003 Rev G and DET\_18\_07\_05 shall be erected prior to the occupation of any dwelling.

Reason: To ensure the occupants of the dwellings are protected from noise from the adjacent motorway.

7. The landscaping shown on approved plans reference 95.51.01d, 95.51.02d and 95.51.03d shall be completed prior to the occupation of the last dwelling. Thereafter, the landscaping shall be maintained in accordance with the approved maintenance schedule shown on approved plan 95.51.01d.

Reason: To ensure the development is acceptable in appearance.

8. The principles of Sustainable Urban Drainage Systems (SUDS) for the surface water regime shall be incorporated into the development. Development shall not commence until details of the surface water management and SUDS proposals have been submitted to and approved in writing by the planning authority. For the avoidance of doubt the maximum discharge rate from the site shall be 6.5 litres per second per hectare. Thereafter the surface water management details shall fully be implemented as approved.

Reason: In the interests of sustainable development.

9. The developer shall undertake recording of archaeological resources within the development site. 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 work in accordance with a written scheme of investigation, which has been submitted by the applicant and agreed by West of Scotland Archaeology Service and approved in writing 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 in accordance with the agreed programme.

Reason: In order to identify and protect any archaeological remains and to allow the planning authority to consider this matter in detail.

10. No development shall take place until a site investigation of the nature and extent of any ground contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to East Renfrewshire Council before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to

and approved in writing by East Renfrewshire Council. The site shall be remediated in accordance with the approved measures prior to commencement of construction.

Any previously unsuspected contamination which becomes evident during the development of the site shall be brought to the attention of the 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 be submitted to and approved in writing by the planning authority. Any remediation of the site shall incorporate any approved remediation measures.

Reason: In the interest of public health.

11. Development shall not commence until a scheme for the provision of equipped play area(s) has been submitted to and approved in writing by the planning authority and shall include:
- a) details of the type and location of play equipment, seating and litter bins to be situated within the play area(s);
  - b) details of the surface treatment of the play area, including the location and type of safety surfaces to be installed;
  - c) details of fences to be erected around the play area(s);
  - d) details of the phasing of these works; and
  - e) details of the future maintenance of the play area(s).

Thereafter the play area(s) shall be implemented as approved and maintained in accordance with the approved scheme.

Reason: To ensure the provision of adequate play facilities within the site.

12. There shall be no construction work or offloading of delivered materials at the development site outwith 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 outwith these hours shall not be audible from the boundary of any noise sensitive property.

Reason: To prevent noise nuisance to the surrounding area.

13. 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.

#### **ADDITIONAL NOTES:**

The applicants/developers are reminded it is a requirement of The Water Environment (Controlled Activities)(Scotland) Regulations 2011 (as amended) (CAR) to provide a SUD system throughout the construction phase of the development to ensure adequate protection of the water environment. The system should comply with the Rules detailed in General Binding Rules 10 & 11. Suitable pollution control measures should be employed wherever there is an identifiable risk to the water environment. This should give particular consideration to contaminated surface water run off arising from earthworks, roads, drainage, compounds, concrete batching facilities and any other associated infrastructure.

The applicants/developers and their contractors should be fully aware of the relevant requirements relating to the transport of controlled waste by registered carriers and the furnishing and keeping of duty of care waste transfer notes.

Details of regulatory requirements and good practice advice for the applicants/developers can be found on the Regulations section of SEPA's website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in the local SEPA office at:

Angus Smith Building  
Maxim 6  
6 Parklands Avenue  
Eurocentral  
Holytown  
North Lanarkshire  
ML1 4WQ  
Tel: 01698 839000

All waste arising from the demolition or construction activities must be removed by a licensed waste carrier. There must be no burning on site, other than that permitted by Scottish Environmental Protection Agency by prior agreement; any such burning must not cause nuisance. Adequate precautions must be taken to prevent nuisance from dust from the demolition or construction activities.

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.

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.

The Developer is required to consult with East Renfrewshire Council's Development Plans Section on 0141 577 8542 on proposed street naming and numbering at an early stage in the development.

#### **ADDED VALUE:**

A legal agreement is required to secure essential aspects of the development and to ensure the proposal complies with the Council's Local Plan policies.

Design, layout and/or external material improvements have been achieved during the processing of the application to ensure the proposal complies with the Council's Local Plan policies.

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

#### **BACKGROUND PAPERS:**

Further information on background papers can be obtained from Mr Derek Scott on 0141 577 3714.

Ref. No.: 2018/0791/TP

(DESC)

**23**

DATE: 4th March 2020

**DIRECTOR OF ENVIRONMENT**

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Reference: 2018/0791/TP - Appendix 1

## **DEVELOPMENT PLAN:**

### **Strategic Development Plan**

The Strategic Development Plan (SDP) indicates housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces. The SDP is committed to supporting growth by creating high quality places which deliver the right type of homes in the right locations.

Policy 8 of the SDP on Housing Land Requirement indicates that in order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in Schedule 8, for the Private Housing Land Requirement by Housing Sub-Market Area set out in Schedule 9 and for the Private Housing Land Requirement by Local Authority set out in Schedule 10;
- allocate a range of sites which are effective or expected to become effective in the plan periods to meet the housing land requirements for each housing sub-market area and for each local authority of the SDP up to year 10 from the expected year of adoption;
- provide for a minimum of 5 years effective land supply at all times for each housing sub-market area and for each local authority;
- undertake annual monitoring of completions and land supply through Housing Land Audits.

Policy 8 also indicates Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- The development will help to remedy the shortfall which has been identified;
- The development will contribute to sustainable development;
- The development will be in keeping with the character of the settlement and the local area;
- The development will not undermine green belt objectives; and
- Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

Policy 9 indicates that in order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, local authorities should through appropriate mechanisms:

- Develop appropriate policy responses where required, including affordable housing, specialist housing and development contributions policies, to deliver housing products taking account of the HNDA as well as local evidence and circumstances; and
- Ensure that any affordable housing, specialist housing and development contributions policies, are applied in a manner that enables the delivery of housing developments.

## Adopted East Renfrewshire Local Development Plan

### Policy M2.1

#### M77 Strategic Development Opportunity - Malletsheugh/Maidenhill Newton Mearns

Development within the area west of Newton Mearns as defined on the Proposals Map will be permitted in accordance with Policy M1 and M2, to be defined further through the preparation of a comprehensive master plan.

The master plan will be prepared by the Council in partnership with landowners, developers and key agencies and will be adopted by the Council as Supplementary Planning Guidance. The Council will not consider any applications favourably prior to the adoption of the master plan (M2.1) to ensure a co-ordinated approach to delivery.

The whole area will be removed from the green belt and identified as a master planned area on the Proposals Map. The detailed phasing and delivery of sites will be determined through the preparation of the master plan.

In addition the master plan will have to address the following requirements:

Integration of Maidenhill/Malletsheugh as a sustainable urban expansion with Newton Mearns accommodating:

Mixed housing comprising a range of house types and tenures including affordable;

A high quality environment that will attract a variety of employment generating uses including high tech businesses and the potential for live/work units to assist with the creation of a dynamic and competitive local economy, boost local job and improve inward investment opportunities;

Neighbourhood scale retail;

Community/leisure facilities (including allotments and a potential site for a religious facility) and Education facilities - On site provision of a non-denominational primary school and associated pre-five provision required as an early priority. The requirement for a denominational primary school is provided under Proposal D13.22, South Waterfoot Road, Newton Mearns. Capacity can be managed within other schools subject to provision of appropriate development contributions.

Approximately 1060 homes to be phased 450 homes by 2025 and 610 homes post 2025;

Provision for a sustainable transport strategy comprising:

Public transport upgrades;

Upgrades to Aurs Road; and

Investigate improvements to connectivity between Barrhead and Newton Mearns including, in the long term, the 'Balgray Link' route.

Enhancement of the Dams to Darnley Country Park by improving access, tourism activity and by encouraging appropriate commercial and leisure activity on key sites.

### Policy SG2

#### Distribution of New Housing

The Council will support the additions to the established housing land supply as shown on the Proposals Map and as listed in Schedules 10 and 11 and the master plan areas under Policies M2 to M8. All proposals will require to comply with the terms of Policy SG5 Affordable Housing and Strategic Policy 3.

### Strategic Policy 3

#### Development Contributions

The Council wishes to secure community infrastructure and environmental benefits arising from new developments to mitigate their impacts.

New developments that individually or cumulatively generate a requirement for new or enhanced infrastructure or services will be expected to deliver, or contribute towards the provision of, supporting services and facilities. Developer contributions will be agreed in accordance with the five tests of Circular 3/2012 - Planning Obligations and Good Neighbour Agreements. Planning permission will only be granted for new development where the identified level and range of supporting infrastructure or services to meet the needs of the new development is already available or will be available in accordance with an agreed timescale.

The master plans for the areas for change are required to identify the infrastructure requirements and development contributions required to support development. The master plans should identify how the infrastructure or services will be delivered to support the proposed development.

For all proposals viability will be a key consideration when determining the suitable level of development contributions.

Further detailed information and guidance is provided in the Development Contributions Supplementary Planning Guidance.

### Policy SG6

#### Economic Development

The Council will support a flexible approach to sustainable economic growth to meet the development needs of established and emerging employment sectors.

1. The Council seeks to safeguard business and employment areas listed in Schedule 12. In association with the local business community and other relevant agencies the Council will seek to enhance the quality of existing employment areas.

Proposals for non-employment generating development including housing on the safeguarded business and employment areas will not be supported, except where:

there is no current or likely future demand for employment uses on the land;  
it can be demonstrated that the site or premises are not reasonably capable of being used or redeveloped for employment purposes; or

where development would bring wider economic, environmental, community or amenity benefits.

2. The Council will support the development of employment generating uses at the locations listed in Schedule 13. New employment areas will be a core component of the master plans.
3. The Council will encourage the relocation of inappropriately sited industrial and business uses to the safeguarded Business / Employment Areas listed in Schedule 12.

4. New tourism related developments will be supported provided they can satisfy the requirements of Strategic Policy 2 and other policies of the Plan.

#### Policy SG1

##### Housing Supply

The Council has identified sufficient land for a minimum of 4100 homes and associated infrastructure to be delivered in East Renfrewshire between 2009 and 2025 to comply with the Strategic Development Plan requirements. Sites listed under Schedules 8 to 11 (including past completions 2008/09-2012) will contribute towards meeting these targets.

The land supply will be monitored annually through the Housing Land Audit, Housing Trajectory and the Action Programme. At all times a 5 year continuous effective land supply will be maintained.

The Council will support housing development on the established housing sites as shown on the Proposals Map and listed under Schedule 8. All proposals will require to comply with the terms of Policy SG5 Affordable Housing and Strategic Policy 3.

Sites listed under Schedule 9 and as shown on the Proposals Map are allocated exclusively for affordable housing, including housing for particular needs. Proposals for private housing on these sites will not be supported.

The council will prioritise the early delivery of sites within the established land supply. If the audit identifies a shortfall in the five year effective housing land supply, the council will support housing proposals which:

- are capable of delivering completions in the next five years;
- can address infrastructure constraints;
- are in a sustainable location as guided by Diagram 4 of the Glasgow and Clyde Valley Strategic Development Plan.

#### Policy SG3

##### Phasing of New Housing Development

The new allocations of land for housing development listed in Schedules 10 and 11 will be subject to phased release to ensure that a 5 year continuous effective land supply is maintained at all times.

The locations listed in Schedules 10 and 11 will be removed from the green belt. Sites contributing to Phase 1 will be shown as formal allocations in the Plan. Sites safeguarded in Phase 2 will be identified as meeting longer term development needs.

Phase 2 safeguarded locations will be released before 2025 where required to maintain a 5 year land supply or where levels of affordable housing significantly in advance of the 25% requirement are being promoted.

#### Policy SG4

##### Housing Mix in New Developments

All new housing proposals should include in their design a mix of house types, sizes and tenures to accord with the Council's Local Housing Strategy and the Strategic Housing Need and Demand Assessment. The design should include smaller house types and an element of accessible and adaptable properties to meet the needs of our ageing population and households with particular needs. This mix is in addition to affordable housing contributions.

## Policy SG5

### Affordable Housing

Throughout East Renfrewshire, where planning permission is sought for residential developments of 4 or more dwellings, including conversions, the Council will require provision to be made for a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing should be well integrated into the overall development. For all proposals viability will be a key consideration when determining the suitable level of contributions. All proposals will require to comply with Strategic Policy 2 and Policy D1.

Further detailed information and guidance is provided in the Affordable Housing Supplementary Planning Guidance.

## Policy D1

### Detailed Guidance for all Development

Proposals for development should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. In some cases, where the criteria have not been met, a written justification will be required to assist with assessment.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be of a size, scale, massing and density that is in keeping with the buildings in the locality and should respect local architecture, building form, design, and materials;
3. The amenity of neighbouring properties should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Planning Guidance;
4. The development should not impact adversely on landscape character or the green network, involve a significant loss of trees or other important landscape, greenspace or biodiversity features;
5. Developments should incorporate green infrastructure including access, landscaping, greenspace, water management and Sustainable Urban Drainage Systems at the outset of the design process. Where appropriate, new tree or shrub planting should be incorporated using native species. The physical area of any development covered by impermeable surfaces should be kept to a minimum to assist with flood risk management. Further guidance is contained within the Green Network and Environmental Management Supplementary Planning Guidance;
6. Development should create safe and secure environments that reduce the scope for anti-social behaviour and fear of crime;
7. Developments must be designed to meet disability needs and include provision for disabled access within public areas;
8. The Council will not accept 'backland' development, that is, development without a road frontage;
9. Parking and access requirements of the Council should be met in all development and appropriate mitigation measures should be introduced to minimise the impact of new development. Development should take account of the principles set out in 'Designing Streets';
10. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the development;

11. Developments should include provision for the recycling, storage, collection and composting of waste materials;
12. Where possible, all waste material arising from construction of the development should be retained on-site for use as part of the new development;
13. Where applicable, new development should take into account the legacy of former mining activity;
14. Development should enhance the opportunity for and access to sustainable transportation, including provision for bus infrastructure, and particularly walking and cycle opportunities including cycle parking and provision of facilities such as showers/lockers, all where appropriate. The Council will not support development on railway solums or other development that would remove opportunities to enhance pedestrian and cycle access unless mitigation measures have been demonstrated;
15. The Council requires the submission of a design statement for national and major developments. Design statements must also be submitted in cases where a local development relates to a site within a conservation area or Category A listed building in line with Planning Advice Note 68: Design Statements.
16. Where applicable, developers should explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development.

#### Policy D7

##### Green Infrastructure and Open Space Provision within New Development

New development proposals should incorporate a range of green infrastructure including open space provision, multi use access, sustainable urban drainage, wildlife habitat and landscaping. This infrastructure should not only form an integral part of the proposed scheme but should complement its surrounding environment.

Further detailed information and guidance is set out in the Green Network and Environmental Management Supplementary Planning Guidance.

#### Policy E5

##### Surface Water Drainage and Water Quality

Sustainable urban drainage systems will require to be incorporated into all new development, with the exception of smaller scale proposals (such as applications for single houses, householder or shop frontage alterations). It should also form a major part of all master planning exercises. This will moderate surface water run-off from the site and mitigate any impacts on water quality.

There will be a general presumption against the culverting of watercourses as part of new development. Culverts may be acceptable as part of a grant aided flood prevention scheme or where they are necessary to carry water under a road or railway. Advice on culverts can be accessed on the Scottish Environment Protection Agency website [www.sepa.org.uk](http://www.sepa.org.uk)

The Council will encourage the adoption of an ecological approach to surface water management through habitat creation or enhancement by, for example, forming wetlands or ponds and opening up culverted watercourses. Invasive non-native species should not be introduced and their removal is encouraged. New planting must be with native species. The physical area of any development covered by impermeable surfaces, should be kept to a minimum to assist with flood risk management.

### **Proposed Local Development Plan 2**

Strategic Policy 1  
Development Strategy

Proposals will be required to meet the objectives of the Proposed Plan and contribute to the delivery of the Development Strategy in order to create sustainable, well designed, connected, healthy, safe and mixed communities and places. Proposals should be designed to promote the health and wellbeing benefits of the development for people of all ages, abilities and backgrounds and demonstrate economic, social and environmental benefits. Proposals should not result in a significant adverse loss of character or amenity to the surrounding area.

The Council's approach to development is as follows:

1. Regeneration, consolidation and environmental enhancement of the urban areas through the provision of an efficient and sustainable use of land, buildings and infrastructure that encourages the re-use of brownfield and vacant sites, in keeping with a sequential approach and in accordance with other relevant policies of the Proposed Plan;
2. Master planned approach to development at the following Strategic Development Opportunity locations:
  - a. Maidenhill/Malletsheugh, Newton Mearns (Policy M2.1);
  - b. Barrhead South - Springhill, Springfield, Lyoncross (Policy M2.2);
  - c. Barrhead North - Shanks/Glasgow Road, Barrhead (Policy M3);
3. Infill development within the rural settlements compatible with the character, amenity and settlement pattern;
4. Phased release of sites to make efficient use of existing infrastructure and ensure the coordinated delivery of new infrastructure and investment, including schools; green infrastructure; transport infrastructure; community and leisure facilities; and health and care facilities all in accordance with Strategic Policy 2. Proposals for windfall sites will be required to provide the required infrastructure resulting from development in accordance with Strategic Policy 2 and not prejudice the delivery of allocated sites. Where infrastructure constraints cannot be overcome, including any impacts of additional residential development upon education infrastructure, proposals will not be supported;
5. Implementation of City Deal strategic infrastructure projects set out in Strategic Policy 3 and Schedule 1 and other major infrastructure programmes;
6. Protection and enhancement of the green belt and landscape character and setting and the distinct identity of towns and villages in accordance with Policies D2 and D3;
7. Protection, creation and enhancement of an integrated multi-functional green network and connected green spaces within and around the urban areas which actively contribute to local amenity, recreation, active travel and biodiversity objectives in accordance with Policies D4 and D6;
8. Protection and enhancement of the built, historic and natural environment in accordance with Policies D7 and D14 to D20;
9. Provision of homes to meet the all tenure housing requirements of Clydeplan (Table 1) in accordance with Policies SG1, SG2 and SG4. The sites listed in Schedules 15 and 16 will provide a range and choice of housing sizes, types and tenures across the Council area to meet these requirements in accordance with the Strategic Housing Need and Demand Assessment and the Council's Local Housing Strategy;
10. Sustainable and inclusive economic growth and community benefits, including the creation of new employment opportunities through the provision of a range of sites and areas to provide a strong and diverse economy in both the urban and rural areas, in accordance with Policies SG5, SG6 and SG7;
11. Maintaining and enhancing the vitality and viability of the town and neighbourhood centres by adopting a town centre first approach that directs development and investment to town and neighbourhood centre locations in accordance with Policies SG10 and SG11; and
12. The contribution to energy reduction and sustainable development in accordance with

## Strategic Policy 2

### Development Contributions

New development must be accompanied by the appropriate infrastructure and services required to support new or expanded communities.

Where new developments individually or cumulatively generate a future need for new or enhanced infrastructure provision, services or facilities, the Council will require the development to meet or proportionately contribute to the cost of providing or improving such infrastructure. Development contributions will fairly and reasonably relate in scale to the proposed development and will be required in order to make the proposed development acceptable in planning terms, all in accordance with the policy tests of Circular 3/2012: Planning Obligations and Good Neighbour Agreements.

Planning permission will only be granted where the identified level and range of supporting infrastructure and services required to meet the needs of the new development, are already available or will be available in accordance with agreed timescales.

Where appropriate, contributions may be sought in relation to Education (including Early Years, Primary, Secondary and Additional Support Needs); Community Facilities (including Community Halls and Libraries and Sports); Parks and Open Space; Roads and Transportation; Active travel; and Green Infrastructure.

Future analysis will be carried out with our community planning partners to consider the capacity required to support future demand for healthcare infrastructure.

Further detailed information and guidance is provided in the Development Contributions Supplementary Guidance. The guidance contains details of how impacts will be assessed and how contributions will be calculated. This policy should be read in conjunction with Policy SG4: Affordable Housing.

### Policy M2.1

M77 Strategic Development Opportunity - Maidenhill/ Malletsheugh, Newton Mearns Development within the Maidenhill/Malletsheugh SDO, shown on the Proposals Map, will be acceptable in principle in accordance with Policy M1 and M2, and its supporting master plan which sets out a comprehensive approach to the delivery and phasing of sites.

The master plan addresses the following requirements:

- 1 Integration of Maidenhill/ Malletsheugh as a sustainable urban expansion with Newton Mearns accommodating:
  - a) Mixed housing, comprising a range of house types and tenures including private, affordable and particular needs, with phased release of sites up-to 2029 and beyond as shown in Schedules 15 and 16 and the Housing Land Audit;
  - b) A landscape framework that will promote and enhance a multi-functional and accessible green network of connected green infrastructure, active travel routes and open space throughout the site and with the wider green network;
  - c) Neighbourhood Centre - Mixed use retail/commercial development (SG10.5);
  - d) Opportunity for home working through live/work homes; and
  - e) Community/leisure facilities including a new Primary School, religious facility and



communal growing spaces.

2. Provision of a sustainable roads, access and transport strategy, including improved connections to surrounding road, foot and cycle path networks, public transport upgrades and roads and transportation improvements, including the Levern Valley link road (Strat 3.2); and
3. Enhancement of the Dams to Darnley Country Park including improved facilities, access improvements, tourism activity and the encouragement of appropriate commercial and leisure opportunities on key sites within the Park, as set out in Schedules 6 and 8.

A Flood Risk and Drainage Assessment must be submitted with each Planning Application to demonstrate the site can be developed with no adverse flooding or drainage issues

#### Policy D1

##### Placemaking and Design

Proposals for development within the urban and rural areas should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. Proposals will be assessed against the 6 qualities of a successful place as outlined in SPP, Designing Streets and the Placemaking and Design Supplementary Guidance.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be appropriate to its location, be high quality and of a size, scale, height, massing and density that is in keeping with the buildings in the locality or appropriate to the existing building and should respect local architecture, building form and design;
3. Respect existing building lines and heights of the locality;
4. Create a well-defined structure of streets, public spaces and buildings;
5. Ensure the use of high quality sustainable and durable materials, colours and finishes that complement existing development and buildings in the locality;
6. Respond to and complement site topography and not impact adversely upon the green belt and landscape character, green networks, features of historic interest, landmarks, vistas, skylines and key gateways. Existing buildings and natural features of suitable quality, should be retained and sensitively integrated into proposals including greenspace, trees and hedgerows;
7. Boundary treatment and landscaping should create a distinctive edge and gateway to the development and reflect local character;
8. Promote permeable and legible places through a clear sustainable movement hierarchy favouring walking, then cycling, public transport, then the private car as forms of movement;
9. Demonstrate connectivity through the site and to surrounding spaces via a network of safe, direct, attractive and coherent walking and cycling routes. These must be suitable for all age groups, and levels of agility and mobility to allow for ease of movement from place to place;
10. Demonstrate that safe and functional pedestrian, cycle and vehicular access, and parking facilities and infrastructure, including for disabled and visitor parking, is provided in accordance with the Council's Roads Development Guide. Where appropriate, proposals will be required to provide secure and accessible shelters, lockers, showers and seating and be designed to meet the needs of all users. Cycle parking and facilities should be located in close proximity to the entrances of all buildings to provide convenience and

choice for users;

11. Incorporate integrated and enhance existing green infrastructure assets, such as landscaping, trees and greenspace, water management and SUDs including access and prioritise links to the wider green network as an integral part of the design process from the outset, in accordance with Policies D4 - D6. New green infrastructure must be designed to protect and enhance the habitat and biodiversity of the area and demonstrate a net gain;
12. There will be a general presumption against all proposals that involve landraising. Where there is a justifiable reason for landraising, proposals must have regard to the scale and visual impact of the resultant changes to the local landscape and amenity. Proposals that adversely impact upon the visual and physical connections through the site and to the surrounding areas will be resisted;
13. Backland development should be avoided;
14. Provide safe, secure and welcoming places with buildings and spaces, including open spaces, play areas and landscaping, designed and positioned to reduce the scope for anti-social behaviour and fear of crime, improve natural surveillance, passive overlooking, security and street activity;
15. The amenity of residents, occupants and users of neighbouring existing and new buildings and spaces should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Guidance;
16. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the proposal;
17. The amenity of residents, occupants and users of neighbouring existing and new buildings and spaces should not be adversely affected by noise, dust, pollution and smell or poor air quality;
18. Ensure buildings and spaces are future proof designed to be easily adaptable and flexible to respond to changing social, environmental, technological, digital and economic conditions;
19. Incorporate provision for the recycling, storage, collection and composting of waste materials; and
20. Incorporate the use of sustainable design and construction methods and materials in the layout and design to support a low carbon economy.

Proposals must meet the requirements of any development brief prepared by the Council for an allocated site.

Further detailed guidance and information will be set out in the Placemaking and Design Supplementary Guidance, Householder Design Supplementary Guidance and the Daylight and Sunlight Design Supplementary Guidance.

#### Policy D6

##### Open Space Requirements

Proposals will be required to incorporate multi-functional, integrated and accessible on-site green networks and green infrastructure, including open space provision, wildlife habitats and landscaping.

Proposals will be required to meet the following criteria:

1. Demonstrate that the provision and distribution of open space and green infrastructure has been integrated into the design approach from the outset and has been informed by the context and characteristics of the site using key natural and

physical features. Proposals should be designed to accommodate users of all age groups, and levels of agility and mobility;

2. Provide a network and hierarchy of open space to create a structured and legible framework for development, which clearly distinguishes public space, semi-public space and private space using appropriate boundary treatments. Design and layout of proposals should encourage species dispersal through improving connectivity and the availability of habitats. New planting must promote and enhance the biodiversity of the area;
3. Complement, extend and connect existing open spaces and provide links to the wider green network;
4. Make provision for the long-term management and maintenance of open space. Details of maintenance requirements and arrangements must be set out, including who is responsible for these requirements;
5. Integrate Sustainable Urban Drainage Systems (SUDs) features with open space and active travel networks as part of a multifunctional approach to landscape design. SUDs may form part of open spaces subject to their design, provided they are accessible and contribute to the amenity value of the wider open space; and
6. Meet the minimum open space requirements set out in Schedule 4.

#### Policy D10

##### Transport Impact

Proposals will be required to comply with the principles of Designing Streets and demonstrate that they will have no significant adverse impact on the following, as evidenced through the submission of a Transport Assessment:

##### Road safety;

The convenience, safety and attractiveness of walking and cycling in the surrounding area;

Public transport operations in the surrounding area, both existing and planned, including convenience of access to these and their travel times;

The capacity of the surrounding road network; and

Residential amenity as a consequence of any resulting increase in motorised traffic.

Proposals should ensure that the required upgrades to infrastructure resulting from development are provided in accordance with Strategic Policy 2. Where appropriate, mitigation, through the provision or upgrades of walking and cycling infrastructure, public transport or road improvements, will be required to address any adverse transport impacts resulting from the proposal.

#### Policy SG1

##### Housing Supply, Delivery and Phasing

To deliver housing needs across all tenures up-to 2029 the Proposed Plan provides a range and choice of housing sites and supports the delivery of sustainable mixed communities. Provision is made for a minimum of 4350 homes and associated infrastructure to be delivered between 2012 - 2029 to comply with the Clydeplan Housing Land Requirements and in accordance with Strategic Policy 1.

The land supply will be monitored annually through the Housing Land Audit, Housing Trajectory and the Action Programme. Sites will be subject to phased release to ensure that a minimum of a 5 year continuous effective land supply is maintained at all times and to manage impact upon infrastructure and services.

Proposals for housing development on both allocated housing sites listed in Schedule 15 and shown on the Proposals Map, and on windfall sites not identified for housing development will require to comply with Strategic Policy 1, Strategic Policy 2, Policy D1 and any other relevant policies of the Proposed Plan.

Sites listed in Schedule 16 and shown on the Proposals Map, are allocated exclusively for affordable housing, including housing for particular needs. Proposals for private/ market housing on these sites will not be supported.

If the Housing Land Audit identifies a shortfall in the 5 year effective housing land supply, and this cannot be addressed through the early release of sites within the established housing land supply, the Council will then only consider housing proposals which:

1. Are consistent with Strategic Policy 1, Policy D1 and Policy 8 and Diagram 10 of Clydeplan with preference for brownfield sites within the urban areas. Sites within the green belt will only be considered where it has been demonstrated that a suitable site does not exist within the urban area and where all other criteria can be met. Proposals will be required to provide a defensible green belt boundary;
2. Are appropriate to the scale and character of the specific settlement and local area;
3. Demonstrate positive social, economic and environmental benefits;
4. Would not prejudice delivery of allocated housing sites listed in Schedule 15;
5. Are effective and capable of delivering completions in the next 5 years as demonstrated through supporting evidence in accordance with PAN 2/2010. Details of the phasing of development is required to be submitted with any application; and
6. Can provide the required infrastructure resulting from development in accordance with Strategic Policy 2. Where infrastructure constraints cannot be overcome, including impacts upon education infrastructure, proposals will not be supported.

#### Policy SG2

##### Housing Mix

The Council will require residential proposals to provide a mix and choice of dwelling types, sizes and tenures to meet housing needs, including for people with a disability, older people, families and individuals, to widen housing choice and contribute towards the creation of sustainable mixed communities. The different types of housing are required to be well integrated throughout the development.

Proposals must provide a minimum 10% of all dwellings designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users to align with the target in the Council's Local Housing Strategy (LHS). These properties should be built to Lifetime and Housing for Varying Needs standards to support independent living, be accessible to as wide a range of people as possible, and allow the potential for future adaptation. This requirement is in addition to the requirements of Policy SG4.

Proposals should be informed by the most up-to-date SHNDA and the Council's LHS and demonstrate how proposals will meet standards for accessibility and adaptability and meet the needs of older and people with a disability.

Further detailed information and guidance will be set out in the Housing Mix Supplementary Guidance.

#### Policy SG4

##### Affordable Housing

The Council will require residential proposals of 4 or more dwellings, including conversions, to provide a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing must be well integrated into the overall development. All proposals will require to comply with Strategic Policy 2 and Policy D1.

Further detailed information and guidance is provided in the Affordable Housing Supplementary Guidance.

The Council will support the implementation of the affordable housing sites listed in Schedule 16.

#### Policy E5

##### Noise

The impact of noise will be taken into account when assessing relevant development proposals, particularly those that are close to or could become a source of noise. A noise impact assessment may be required where the proposed development may cause or exacerbate existing noise levels or be sensitive to levels of existing noise in the area.

Where it is not possible to separate noise generating uses and noise sensitive land uses, developers will be required to incorporate good acoustic design.

Where areas already have an unacceptable noise level it may not be possible to mitigate the adverse effects of noise. In such circumstances noise sensitive development, such as new residential development, may not be appropriate.

Development proposals that would either result in or be subject to unacceptable levels of noise will not be supported unless appropriate measures can be put in place that reduce, control and mitigate the noise impact.

#### Policy E8

##### Water Management

Development proposals, with the exception of smaller scale proposals (such as applications for single houses, householder or shop frontage alterations), are required to integrate well-designed and naturalised Sustainable Urban Drainage Systems (SUDs) features, to manage drainage and water quality, and in line with the current Sewers for Scotland. This will moderate surface water run-off from the site and mitigate any impacts on water quality.

Applicants should demonstrate how the design and layout of SUDs reflects and responds to the site circumstance and local landscape character. Proposed arrangements for SUDs should be adequate for the development and appropriate long-term maintenance arrangements should be put in place.

Applicants are expected to integrate SUDs proposals with green infrastructure and active travel proposals, as part of a multi-functional approach, which should be delivered and integrated as part of a green network in accordance with Policy D4. Where integration is not proposed, applicants must provide evidence as to why it is not possible.

Where SUDs are part of open space provision, they should be safe and accessible and enhance local character and amenity. Further detailed guidance and information will be set out in the Green Network Supplementary Guidance.

There will be a general presumption against the culverting of watercourses as part of new development. Culverts may be acceptable as part of a grant aided flood prevention scheme or where they are necessary to carry water under a road or railway. Culverts should be designed to maintain existing flow conditions and aquatic life, with long term maintenance arrangements in place. Further advice can be obtained from SEPA.

The Council will encourage the adoption of an ecological approach to surface water management through habitat creation or enhancement by, for example, forming wetlands or ponds and opening up culverted watercourses. New planting must be with native species. Invasive non-native species should not be introduced and their removal is encouraged.

Any proposed discharge of surface water to the water environment requires to be in accordance with the terms of the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR) and treated in accordance with the principles of the SUDs Manual (C753).

### **GOVERNMENT GUIDANCE:**

Scottish Planning Policy on the Delivery of New Homes indicates the planning system should identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times; enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders.

Scottish Planning Policy on Affordable Housing indicates that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. Where the HNDA and local housing strategy process identify a shortage of affordable housing, the plan should set out the role that planning will take in addressing this. Planning authorities should consider whether it is appropriate to allocate some small sites specifically for affordable housing. Where affordable housing is required, this should generally be for a specified proportion of the serviced land within a development site to be made available for affordable housing. Planning authorities should consider the level of affordable housing contribution which is likely to be deliverable in the current economic climate, as part of a viable housing development. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses. Consideration should also be given to the nature of the affordable housing required and the extent to which this can be met by proposals capable of development with little or no public subsidy. In rural areas, where significant unmet local need for affordable housing has been shown, it may be appropriate to introduce a 'rural exceptions' policy which allows planning permission to be granted for affordable housing on small sites that would not normally be used for housing, for example because they lie outwith the adjacent built-up area and are subject to policies of restraint.

# REPORT OF HANDLING

Reference: 2019/0370/TP

Date Re-registered: 17th January 2020

Application Type: Full Planning Permission

This application is a Major Development

Ward: 1 -Barrhead, Liboside And Uplawmoor

Co-ordinates: 250225/:657426

Applicant/Agent:

Applicant:

Taylor Wimpey West Scotland and

Wallace Land Investments

Lightyear Building

Marchburn Drive

Paisley

PA3 2SJ

Agent:

Geddes Consulting

Quadrant

17 Bernard Street

Edinburgh

EH6 6PW

Proposal:

Erection of residential development (316 units) with associated access roads, parking and SUDS areas and associated engineering and landscaping works; alterations to Springhill Road/Springfield Road junction (major)

Location:

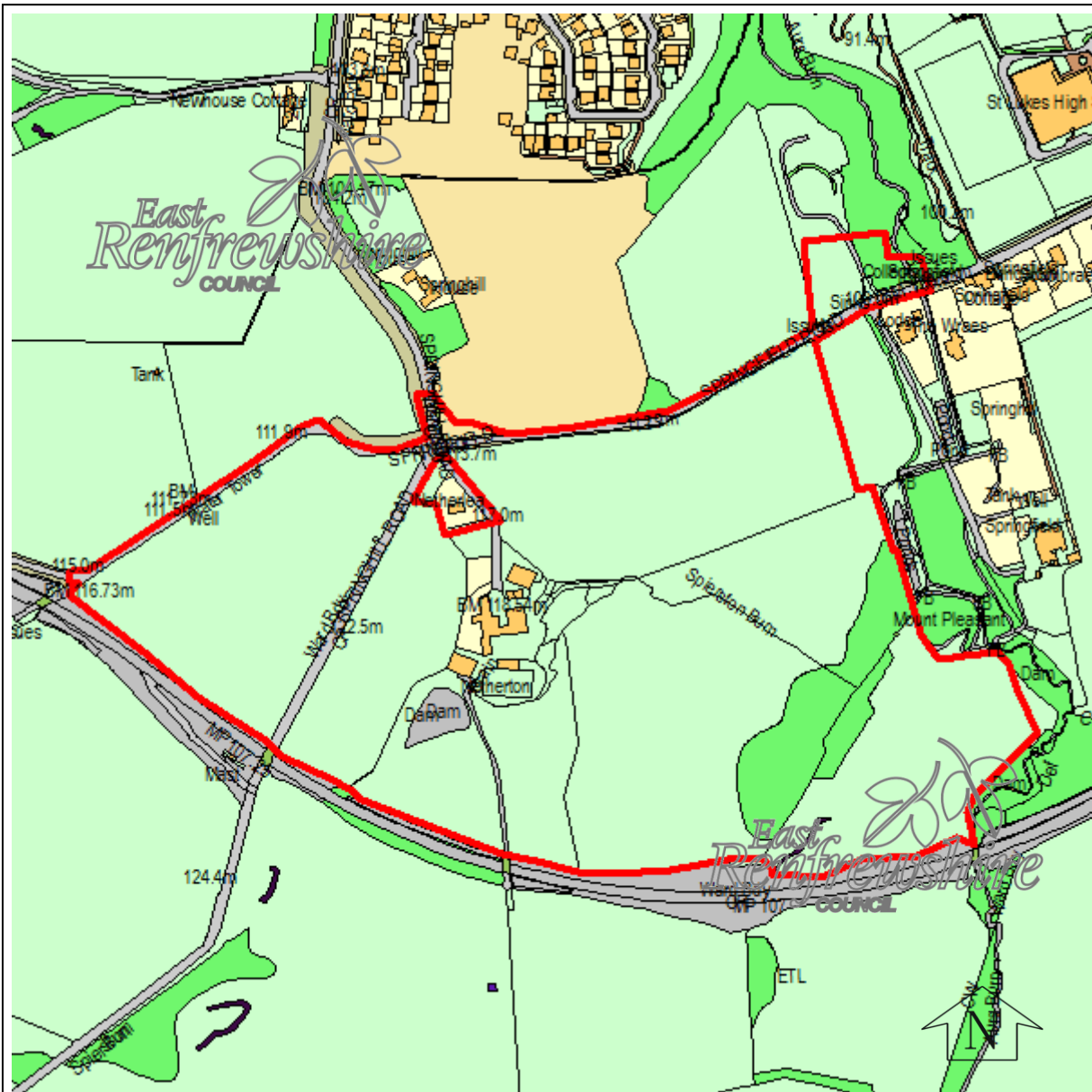
Land at Netherton Farm

Springfield Road

Barrhead

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**CONSULTATIONS/COMMENTS:**

Glasgow Airport	No objection subject to a condition to secure a Bird Hazard Management Plan
National Air Traffic Service	No objection.
Ministry of Defence	No response at time of writing.
East Renfrewshire Council Roads Service	No objections subject to conditions in respect of adequate sightline provision for main road junctions and internally.
Scottish Environment Protection Agency	No objection.
Scottish Natural Heritage	No response at time of writing.
East Renfrewshire Council Development Contributions Officer	The application meets the Council's affordable housing policy by means of an on-site provision managed by a housing association and other low cost affordable private sales units.  The development contributions requirements from this site have been agreed previously in common with other developments in Barrhead South. These aspects will both be secured by a Planning Agreement.
East Renfrewshire Council Environmental Health Service	Comments on the issue of noise exposure to rail and road noise and recommends conditions to address noise nuisance to neighbours during construction and an invasive plant survey to address contamination issues on site.
West of Scotland Archaeology Service	No objection subject to the attachment of a condition to secure a programme of archaeological works.
Scottish Water	No objection.
Network Rail	No objection subject to conditions to secure suitable fencing between the site and Network Rail's boundary.

**PUBLICITY:**

09.08.2019	Edinburgh Gazette (EIA)	Expiry date 06.09.2019
09.08.2019	Barrhead News	Expiry date 23.08.2019

09.08.2019	Barrhead News (EIA)	Expiry date 08.09.2019
24.01.2020	Barrhead News (re-advertised following re-registration)	Expiry date 07.02.2020

**SITE NOTICES:** None.

**REPRESENTATIONS:** No objections have been received in connection with this application

**DEVELOPMENT PLAN & GOVERNMENT GUIDANCE:** See Appendix 1

**SUPPORTING REPORTS:**

Pre-Application Consultation Report (May 2019)	This Report summarises the statutory pre-application consultation with the community carried out by the developer.
Design and Access Statement (June 2019)	Explains the rationale behind the proposal in terms of the planning context the characteristics and constraints of the site. The design response of the layout is outlined and the nature of the access and connectivity options within and outwith the site.
Environmental Impact Assessment ( June 2019)	The EIA has been submitted to identify the likely environmental impacts of the proposed development. It outlines the relevant regulatory position and assesses main subject/topics of the EIA are: Landscape and Visual impact. Ecology, Noise Air Quality, Hydrology, Transport, Aviation, Ground Conditions and Cultural Heritage.
Planning Statement (May 2019)	Provides an overview of the proposal and its background. It identifies the development plan policies and material considerations that the council should take account of in determining the application. It explains the proposal relationship to the LDP and other documents and summarises its main areas of compliance with those same documents.
Transport Assessment (May 2019)	Addresses transportation aspects of the proposal. It firstly outlines the policy context and associated documents (including the councils Local Transport Strategy) applicable to the Barrhead South SDO area and assesses the existing traffic conditions/road network and traffic flow patterns both in and outwith the area. Then more specifically considers the predicted impact of the traffic (vehicular and pedestrian) generated by the proposed development and identifies route options including the various modifications for the local network that have been identified. It concludes that the site is well located and will bring improvements related to existing walking, cycling and public transport facilities. It determines that the potential traffic generated by the development can be accommodated within the improved local road network.

**ASSESSMENT:**

This is a Major Development under the terms of Town and Country (Hierarchy of Development) (Scotland) Regulations 2009. The application has been accompanied with an Environmental Impact Assessment. As a consequence this application has to be determined by the Planning Applications Committee.

### Site Description and Characteristics

The site extends to approximately 16 hectares of predominantly grazing land south of Springfield Road, Barrhead. The site is irregular in shape and is almost 700m long from east to west and at its widest 460m from north to south. The site includes a small pocket of wooded land across Springfield Road its north east corner. The site is bounded on the east side by the land associated with the property known as Mount Pleasant. The site runs broadly parallel to the Neilston/Glasgow rail line on its south boundary. The western edge is bounded mainly by a curving section of Springfield Road that leads to Neilston.

The topography of the site is varied with elevated sections, a shallow wet meadow valley and water features. Existing buildings on site include Nethererton Farm (which is now mainly an equestrian operation) and its associated buildings. Netherlea Cottage is a detached property under separate ownership and is approximately 50m north of the Nethererton Farm and is effectively surrounded by the application site however does not form part of the application site. Both these properties are accessed by a private access directly from the junction of Springfield Road with Springhill Road (known as "fiveways" junction). There are fences and/or hedgerows that divide the site into fields.

This part of Barrhead is currently under change. Since June 2015 a large area south of the Auchenback and Springhill areas has been allocated as being suitable for major urban expansion. Miller Homes are currently building 160 houses in the fields north of this application site on the opposite side of Springfield Road. Planning permission 2016/0764/TP was approved in June 2017 for the upgrading of Springhill Road and Springfield Road. This was to significantly improve these rural roads for the traffic anticipated from the urban expansion area. One section of the upgrade on Springhill Road has already been completed.

### Proposed Development

This proposal is for the erection of a residential development with associated access roads, parking and SUDS areas and associated engineering and landscaping works. The proposal also includes alterations to the Springhill Road/Springfield Road junction which differs from the design approved under 2016/0764/TP.

The main alteration to the junction design is the establishment of an altered priority. Originally the junction served five roads: the crossing of Springfield Road and Springhill Road; and the private access serving Nethererton Farm and Netherlea Cottage. It was a rural road junction with no clear priority. A new sweeping bend linking the north section of Springhill Road to the eastern section of Springfield Road was to be the principal road. The western section of Springfield Road towards Neilston, which was to remain rural in nature, joined this bend directly and had priority over the southern section of Springhill Road which was designed to serve the new major housing sites.

This application addresses this priority issue by proposing a change in design of the junction to the effect that the southern section of Springhill Road has priority over the road to Neilston. With the progress on other sites in the immediate area the completion of the road upgrade programme has become more urgent. The applicants have confirmed these works will be completed prior to the commencement of works on the house plots.

The proposed houses are mainly two storeys (detached, semi-detached and terrace houses) although two flatted blocks of four units are also proposed. The proposed houses range in size from 2 bedrooms to 5 bedroom units.

The proposed development is in five distinct areas and their scale and layout varies. The five areas will be served by a mixed hierarchy of new roads which will link to Springhill Road and Springfield Road.

Ground engineering works proved to be a major aspect of this proposal and significant work has been necessary to design build platforms for both housing and access roads, and to permit the delivery of infrastructure such as water supply and drainage management.

The housing areas are designed within a framework of landscaped/amenity land centred on the shallow valleys that cross the larger part of the site between the railway line and Springfield Road. Other significant areas of landscaping are at the western edge of the site and at the 'five ways' junction. Lesser pockets and buffer strips also serve to provide a setting for the housing and mitigate impacts both on and from the new development. These areas will depending on their nature and context be either left with little alteration or be subject to treatment based on a new planting/landscaping programme.

The street design for the development is a mixed approach intended to deliver a hierarchy of streets with varying character across the site. These are identified as primary streets (the upgraded sections of Springfield Road and Springhill Road are considered as primary) secondary streets and shared surface routes.

The proposed houses are to be finished in a range of render and stone on the elevations and concrete roof tiles. A variety of boundary treatments are proposed to be utilised across all five areas depending on the context. These vary in terms of design and quality and include feature walling with timber panels, fencing with stone effect piers, standard timber fencing and acoustic screening to mitigate effects of road and railway noise.

A network of pedestrian links again of varying character is also shown in the proposed layout.

The five areas of the development are as follows:

## Area 1

This is west of Springhill Road and is to include 50 two storey houses, 26 detached and 24 semi-detached houses in a mix of sizes and designs. Four of the detached houses have detached garages. This area has two units identified as affordable housing.

The existing ground levels vary across the site. From the southern corner of the site the levels drop to a plateau that slopes gently to the north and west before dropping more rapidly closer to Springfield Road.

The houses are all served by a single access road off the re-aligned section of Springhill Road. The road network serving these units has a mixed hierarchy from a standard asphalt road with footpaths on either side to shared surface roads and courtyards.

The southernmost row of houses in this area, which is to contain eleven units, backs onto the railway line. An augmented noise mitigating barrier formed by a 1m high landscaped bund topped by a 2m high acoustic fence is proposed. This is to be constructed 2.5m beyond the gardens of these houses.

The extent of the ground engineering works vary across the site but the houses in this area are concentrated on the plateau and these works are more significant elsewhere in the site. One exception is at plots 1 to 4 which are proposed on ground made up to 1.5m.

A retaining feature is to be designed into this rear boundary which will front the main roads in parts from an elevated position.

A low pocket west of plot 4 on the inside curve of Springfield Road is being utilised for the siting of an attenuation tank. This is part of the surface water drainage system for this part of the site. Ground levels will be raised here by up to 3m to permit this tank to be buried under the new higher ground level. Outfall from the tanks are detailed as being piped and channelled by means of a swale to the existing water course at 'Johnnie blues' well. This is a local feature of a stone built water tap and basin set within a stone wall on Springfield Road.

Connecting pedestrian routes are detailed from this housing area west towards Neilston by means of a footpath link down for the plateau and east across Springhill Road to Area 2 from a parking courtyard.

The other 266 houses are all east of Springhill Road and principally served by new accesses from both Springhill Road and Springfield Road. These houses are in distinct areas separated by an extensive corridor of open space that meanders west to east across this part of the site.

This open space utilises the lower less developable areas of the site concentrated on the shallow valley and water feature areas. The proposed road network serving these housing areas will require to be culverted at three points across the two watercourses that cross the site.

## Area 2

This is the largest grouping extending to 91 houses. It is generally 'L' shaped with Netherlea Cottage and the new 'five ways' junction at its corner. Netherlea Cottage will retain its own access from the main road.

This area comprises a mix of two storey detached, semi-detached and terrace houses. A number of the houses are to have detached garages. This area has eight units identified as affordable private housing.

This area will have a number of houses with direct access to and from Springfield Road, which will have a semi suburban nature as a result. Internally this area will also be served by a hierarchical road network similar to Area 1. The road sections off the main access will have a landscaped verge to create an avenue feature.

Main roads serving all these areas will have footways but again shared surfaced roads and courtyards will serve the individual blocks of housing at the extremities of the road hierarchy.

There are a few areas to note in this part of the development that have been subject to some discussion namely the house types close to Netherlea Cottage.

Earlier proposals had houses set closer to the boundary of Netherlea Cottage with consequent overlooking and setting issues. Two of these houses also had direct vehicular access across the wide landscaped verge on the east side of the realigned Springhill Road. Plots 78 to 81 west of the cottage are now all sited such that the front edge of their curtilage is contiguous with the western boundary of that property. Parking for these houses is now provided at the rear in a courtyard.

A number of houses in this area will face directly onto and across this landscaped corridor.

Ground levels again have to be engineered to create an appropriate development and amenity level.

A mix of boundary treatments are proposed to be utilised depending on context. Again a section of 2m high acoustic fencing is proposed to the rear of the six southernmost houses in this area.

An equipped play area is detailed in this area adjacent to the edge of the central landscaped corridor. This is intended to serve the west side of the overall development.

## Area 3

This comprises 65 units is at the north east of the site, again this includes a variety of house types and flats. 25 units in the north east corner of this area, will be managed by Barrhead Housing Association. These are smaller units including 13 in three terrace blocks, 4 semi-detached houses and 8 cottage flats in two blocks. In addition to the housing association units a further thirteen units are identified as affordable private housing. The remaining units in this area are for general sale.

The hierarchy of roads on this area has significant shared surface private lane/courtyard sections serving some 32 units with car parking provided predominantly off-curtilage. Pedestrian

connectivity is detailed through these sections to a link across Springfield Road to the new public footway to be constructed on its north side.

Boundary treatments will be continued and again a section of 2m high acoustic fencing is detailed on the southern edge.

#### Area 4

This area includes 86 units containing 62 detached houses, 25 of which have detached garages and 24 semi-detached houses. Three semi-detached houses are identified as affordable private housing.

These houses are again served by a mixed road hierarchy the majority of which is a shared surface network with occasional stretches of footway.

The existing ground levels in this area are such that significant issues developed in achieving a balance between retention works and securing adequate gardens. In a number of plots alternative house types were introduced to address the areas of concern.

In some areas ground levels are to be increased by over 4m (Plots 167 to 171 and 160 to 165.) A lengthy section of gabion walling is proposed to retain this made up ground from the route of the water course that is to be culverted.

In the landscaped area adjacent to areas 3 and 4 overlooked by proposed housing two SUD's ponds are proposed as part of the surface water management system for the development. A foul water pumping station is also proposed at the Area 3 SUD's pond.

#### Area 5

This is an outlying group of 24 houses at the elevated south east edge of the site beyond the main landscaped area. This area is approximately 60m from Area 4 and is accessed via a causeway to be constructed across a shallow valley that is part of the extensive landscaping feature that runs through this part of the larger site. A watercourse runs from the south beyond the railway line north across the site through this valley. It is to be culverted under the causeway.

The details of the causeway which will be in the form of a graded embankment of varying width supporting a 5.5m wide road with a footway on one side. The topography is such that the height of the causeway/road above the current ground level will vary but at its highest it will be approximately 3.2m high. The culvert will be an arched structure approximately 1m deep and 30m long.

The extent of ground engineering in this area is less significant in other areas. The housing is proposed principally in a cul-de-sac on an elevated but more level area. The cul-de-sac terminates at its north end in a circular courtyard area with a private lane off it to offer a change in road hierarchy. The mix of house types is as follows: 11 detached, 10 semi-detached and a terrace of three units. One house is identified as affordable private housing.

Boundary treatments across the range outlined above are again detailed in this area. The most marked section is a lengthy stretch of timber fencing on the west boundary of this area that will be prominent from views from the west.

Drainage for this area will be required to be taken west and north across the low valley. Surface water as being fed to an existing watercourse via an attenuation tank on the east side of the valley. Foul water will be piped under the watercourse to the pumping station mentioned above.

In terms of separate pedestrian connectivity to and from this area a route down into the extensive landscaped area is detailed from the end of the cul-de-sac. This links into another pedestrian route close to a second play area. Thereafter the pedestrian route sweeps north ultimately linking into Area 3 via a footbridge across a water course that crosses the site. These pedestrian linkages, given the low lying nature of the land, are not asphalted but will be formed by a different



material. Photographic information on the proposed 'Utilitrec' surfacing has been submitted but the full details and edging treatment will be secured by a condition. Details of the bridges will also be addressed by condition. These areas will be managed by a private company.

A further pedestrian route is detailed at the south eastern corner of this area of housing towards the site boundary. A concrete race and footway has been formed for the Aurs Burn under a railway bridge just outside the application site. Future options of pedestrian connectivity beyond the site may be possible at this point.

#### Open space/play area

Formal play areas in accordance with the aspirations of the Master Plan are detailed on site. Both are in the larger part of the site one on the east side of Area 2 and another west of Area 5. Full details of the equipment to be installed seating and refuse bins have been submitted and are considered acceptable.

The proposed landscaping and tree planting that both frames and separates the five housing areas is designed to fulfill several aims, including the formation of avenues on certain streets, the provision of feature trees, the creation of new and improvement of existing semi natural areas utilising native species. In principle the submitted details are satisfactory. However it is considered that some areas would benefit from having less treatment, notably in respect of the proposed Native Wood Planting proposed on the upper levels of the shallow valleys that cross the site. It is estimated that these need not be as extensive as detailed.

#### Assessment

The application has to be determined in accordance with the Development Plan and any material planning considerations. The Development Plan consists of the Strategic Development Plan (approved July 2017) and the East Renfrewshire Local Development Plan (adopted June 2015).

The proposed Local Development Plan 2 is a material consideration and this is discussed elsewhere in this report.

#### Scottish Planning Policy

Scottish Planning Policy (SPP) introduces a presumption in favour of development that contributes to sustainable development. It also indicates that the planning system should support economically, environmentally and socially sustainable places. SPP on Delivery of New Homes indicates proposals should provide for all tenures, provide a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and have a sharp focus on the delivery of allocated sites embedded in action programmes.

SPP on Affordable Housing indicates that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses. In terms of Placemaking the SPP indicates that planning's purpose is to create better places through a design-led approach, with planning supporting development that is designed to a high-quality and which demonstrates the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptive; resource efficient; and easy to move around. This policy position is reinforced by the Scottish Government in its planning policy document Designing Streets.

#### Strategic Development Plan (approved July 2017)

The relevant policies of the Glasgow and Clyde Valley Strategic Development Plan are Policies 8 and 9.

Policy 8 of the SDP on Housing Land Requirement indicates that in order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- Make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in Schedule 8, for the Private Housing Land Requirement by Housing Sub-Market Area set out in Schedule 9 and for the Private Housing Land Requirement by Local Authority set out in Schedule 10;
- Allocate a range of sites which are effective or expected to become effective in the plan periods to meet the local housing land requirements for each Housing Sub-Market Area and for each local authority of the SDP up to 10 years from the expected date of adoption;
- Provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market area and for each local authority;
- Undertake annual monitoring of completions and land supply through Housing Land Audits.

Policy 9 indicates that in order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, local authorities should, through appropriate mechanisms;

- Develop appropriate policy responses where required, including affordable housing, specialist housing, and development contributions policies, to deliver housing products taking account of the HNDA as well as local evidence and circumstances; and
- Ensure that any affordable housing, specialist housing and development contributions policies are applied in the manner that enables the delivery of housing developments.

The proposed development is considered to be of a strategic scale as the site area exceeds 2 hectares and requires to be assessed against Box 1 of Diagram 10. Box 1 considers whether the proposed development supports the vision and spatial development strategy and the place-making policy. Any development that fails to meet the relevant criteria in Box 1 will be regarded as a departure from the SDP.

The proposed development is located within the Malletsheugh/Maidenhill Strategic Development Opportunity site and it is considered to support the Vision and Spatial Development Strategy of the SDP. As a consequence, the proposal is subject to Local Development Plan assessment.

#### East Renfrewshire Local Development Plan (June 2015)

The relevant policies of the adopted East Renfrewshire Local Development Plan are considered to be Strategic Policy 1, Strategic Policy 2, Strategic Policy 3, Policies M1, M2.2, D1, D4, D7, D8, D18, D11, SG4, SG5, SG10 and E5.

Strategic Policy 1 outlines the Council's promotion of sustainable development and identities a two strand approach to achieve that goal namely: the regeneration and consolidation of urban areas; and controlled growth through the identification of Strategic Development Opportunities (SDOs) supported by a master plan process

The Barrhead South SDO stretches over 2km across the south of Barrhead, from beyond Springhill Road in the west to beyond the Lyoncross House in the east. The relevant policy of the LDP is M2.2. This application site is part of that SDO and on that basis the proposal complies with the development plan.

The Council undertook a programme to assist and guide the development of the SDO area in partnership with relevant parties including landowners, developers, key agencies, etc produced a master plan. The Master Plan was formally adopted as Supplementary Planning Guidance (SPG) which in itself is a material consideration.

Policy M1 of the LDP refers to Master Planned sites. There are a range of policies in the LDP that are relevant to this proposal. Supporting the development of the Barrhead South SDO is policy M2.2. The Master Plan is now formally adopted as Supplementary Planning Guidance (SPG), which in itself is part of the LDP.

This policy confirms a number of elements to be developed including:

- The development of over 1000 new homes areas across mixed tenures and house types;
- A neighbourhood centre new rail halt.
- Community and leisure facilities.
- A high quality landscaped environment.

The applicants in this case were not one of the parties involved in the preparation of the Master Plan and associated documents. The proposed overall layout of the housing and relationship to both internal landscape spaces and external boundaries reflects the aspirations of the SPG and Masterplan documents referred to above.

Internally the proposal is based on a hierarchy of streets as outlined above. This hierarchy accords with the terms of the Master Plan. The proposal will also deliver a range of house types. The introduction of dual aspect house types with side facing principal rooms and walling on exposed side elevations nodal points in the street hierarchy are also referenced in the proposed layout. These elements are highlighted in the Master Plan as devices to add to the character of the streets in the development.

This application is within a larger Master Planned area for major suburban growth of Barrhead, and therefore complies with this policy.

Strategic Policy 2 sets out a range of environmental, community and infrastructure criteria that are required to be taken into account in assessing planning applications. This policy seeks to promote the re-use of brownfield sites (ie previously developed) within the urban area and ensure that there is no adverse impact on existing community facilities including education or adverse impact on the built and natural environment. It also seeks to ensure that the transport impact of the development is taken into account.

This application as outlined above is within a large area of planned urban expansion supported by Policy M1 Master Plans and more specifically Policy M2.2 Barrhead South.

Strategic Policy 3 indicates the Council wishes to secure community infrastructure and environmental benefits arising from new development to mitigate their impacts. New developments that individually or cumulatively generate a requirement for new or enhanced infrastructure or services will be expected to deliver, or contribute towards the provision of, supporting services and facilities.

The development contributions required in line with this policy have been determined previously through engagement with developers that were involved with the master plan process. These will be secured by a legal agreement. The agreed contributions are to be used towards education, wider community facilities (community halls, libraries and sports), parks and open space, green network and access, roads and transportation links.

Policy SG4 indicates that all new housing proposals should include a mix of house types, sizes and tenures to accord with the Council's Local Housing Strategy and the Strategic Housing Need and Demand Assessment. The proposal includes an acceptable mix of house types.

Policy SG5 relates to affordable housing as well as the adopted Supplementary Planning Guidance on Affordable Housing (June 2015). The affordable housing requirements for this site are set out within the Local Barrhead South Master Plan.

The proposed development will provide the following:

- 25 units on site will be provided for social rented housing. The social rented units shall be provided on a design and build basis for Barrhead Housing Association.
- 27 units are to be provided on site as affordable private housing.

These will be secured by a legal agreement.

Policies M1 and M2.2 respectively support and complement the aims of Strategic Policy 1, firstly council wide and then with M2.2 Barrhead specifically. The proposed development is considered to accord with these policies.

In terms of assessing the detail of the proposal Policies D1, D2, D4, D7, D8, D11 and D18 are the most relevant. They set out a number of criteria for assessing development across a number of considerations.

Policy D1 contains a number of criteria for assessing development proposals and the most relevant are considered to be.

Criteria 1 and 2 relates to the impact of the development on the character and amenity of the area. By its nature the proposal will change the character of the site and the immediate area. However the proposal in principle complies with the planned process to accommodate housing demand and is a process that is currently ongoing on several sites south of Barrhead.

Criterion 3 relates to the impact on neighbouring properties. Netherlea Cottage is the property most affected by this proposal but the relationship of the proposed housing with this property is considered acceptable. Mount Pleasant to the east of the site is a property set within its own generous grounds with a minimum of 100m separation from the site. The grounds themselves are well wooded and additional planting on the application site will lessen the impact of the development on this property.

Criterion 4 relates to the impact on landscape character, important landscape or biodiversity features. As discussed above certain impacts are unavoidable with proposals of this nature. No significant biodiversity resources have been identified on site. Landscaping details are intended to maintain and or improve the quality of biodiversity on site.

Criterion 5 relates to the delivery of a range of green infrastructure including landscaping, access and external connectivity options SUD's drainage systems. The proposal as outlined above includes such features.

Criterion 6 indicates that developments should create safe and secure environments that reduce scope for antisocial behaviour and fear of crime. This is delivered through the design of the development by a combination of overlooked public spaces, dual aspect house types at node points, the careful consideration of public footways in terms of legibility and any enclosing/features boundary treatments.

Criterion 9 indicates that parking and access requirements of the Council should be met. The Council's Road Service are satisfied with the proposal. Aspects of road upgrades detailed in the site necessary to serve the new housing will require to be managed.

Policy D4 relates to green network and natural environment and sets out principles of successful place making. The green network frames the urban area and is intended to complement the urban environment by fostering opportunities for physical activity, recreation, access, biodiversity improvement, sustainable urban drainage systems, etc.

The proposal includes landscaped areas and footway provisions that will facilitate linkages beyond the site into the green network

Policy D7 relates to green infrastructure and open space provision within new development. This directly complements Policy D4 in terms of what new developments should incorporate, such as

public open space, private gardens, and the formation of areas that can offer opportunities for habitat improvements.

The proposal includes extensive areas of open space which will be designed to both improve the amenity and setting of the new housing but will also maintain and improve biodiversity across the application site. An advisory note has been attached to recommend a more restrained treatment in some areas framing the shallow valleys on the site.

Policy D8 relates to the impact of development on Sites of Special Scientific Interest, Local Biodiversity Sites and Tree Preservation Orders. None of these designations occur in the application site.

Policy D18 relates to airport safeguarding. Glasgow Airport and the National Air Traffic Services have been consulted. Glasgow Airport has recommended a condition relating to a Bird Management Plan.

The adopted Green Network and Environmental Management Supplementary Planning Guidance and Residential Street Design Supplementary Planning Guidance are also relevant to assessing this application.

The Green Network and Environmental Management SPG principally supports the Council's aim to secure the delivery of a green network to help foster a good quality environment which in turn contributes to successful, healthy and sustainable communities. It confirms that greenspace, opportunities for outdoor access and recreation and natural features including trees, habitats and species all contribute to the diversity and success of an area.

The proposed development meets the terms of this SPG as significant elements/areas of greenspace are in the proposal. Pedestrian links are shown linking the areas within the development and beyond. These links pass through a variety of routes including new built environment, formal landscaped spaces and areas which are to be left semi natural.

The Green Network and Environmental Management SPG confirms requirements for private garden space/sizes for new houses and flats. A balance is required to be struck between the significant engineering of the site and the provision of sufficient garden ground not overly affected by high retaining structures, walls, etc. This has generated a variety of responses ranging from the substitution of house types in a number of plots to the introduction of treated timber boxes that serve both as a retention mechanism and garden storage that can be set into sloping ground to assist in the managing changes in the ground levels of gardens.

The Residential Street Design SPG also indicates the Council is seeking to improve and the quality of new urban/suburban environments. The proposal includes a hierarchy of streets based on varied road design serving a mix of house types. These streets are augmented by courtyards of differing scale, utilisation of landscaped areas and individual trees to enliven the streetscape. Certain sections of this road hierarchy, due to their more bespoke nature, will however not be adopted by the Council's Road Service and will be privately maintained.

Appropriate boundary treatment is also identified as an element that contributes to the quality of built environment. A mix of boundary treatments and retention techniques are shown in the proposal. It is considered that some areas, due to their context, require a higher quality finish than that proposed. This can be secured by a condition if approved.

Policy E5 requires Sustainable Urban Drainage Systems (SUDS) to be incorporated into all new developments to moderate surface water drainage from the site and mitigate impacts on water quality. The proposal includes a SUDs system incorporating a collection system, attenuation basins, swales, etc to control surface water run-off into the wider water environment.

As outlined above SEPA has no objections to the proposal. Scottish Water has also raised no objections.

The Council's Roads Service have been consulted in relation to flooding and drainage and have stated they require clarification on the post development greenfield run-off rate to be in the format: litres/second/hectare. If the application is approved these matters can be addressed by conditions. Therefore the proposal raises no significant issues with regard to Policy E5.

Noting the above it is considered that the proposal accords with Strategic Policies 1 and 2, Policies M1, M2.2 and D1 of the LDP. The development is also considered acceptable when assessed against the Residential Street Design and Green Network and Environmental Management SPGs.

### Proposed Local Development Plan2

The Proposed Local Development Plan 2 is a material consideration and with regard to this planning application, the relevant policies are considered to be SG1, SG2, SG4, M1, M2.2, D1, D4, D6, D8, D9, and D22. The aforementioned policies largely reflect the adopted Local Development Plan policies, however place more emphasis on place making and Designing Streets in order to achieve a more sustainable development

### Environmental Impact Assessment

The applicants have submitted an Environmental Impact Assessment (EIA) with the application and includes the matters that they consider are most relevant to this development. It should be noted that a number of the subjects/topics in the EIA have already been assessed or partly considered in the promotion and preparation of the Barrhead South SDO.

The following is a summary of the main subjects/topics in the EIA.

### Overview of Development

Summaries the main elements of the development and outlines the requirement for the EIA and its agreed scope.

### Planning Background

Identifies the planning policies the applicants consider relevant to the proposal.

### Landscape and Visual Impact

This chapter assesses the potential landscape and visual impact of the proposal.

The assessment is based on survey information and the consideration of a series of views of the site from a number of determined viewpoints. These are used as a mechanism to assist in this consideration of the level of significance of the change the proposal will have on these viewpoints.

By its nature large scale residential development will have a significant direct impact on the landscape both internal to the site and external. Key characteristics of the landscape and visual amenity of the area were identified and mitigation measures identified to address the predicted impacts. These measures are addressed mainly by primary mitigation, effectively embedded in the design of the proposed development, in not developing the more sensitive areas.

The additional mitigation of layout design and identifying the residential areas and associated landscaping is also factored into the assessment process. Areas on the edge of the site will be the new urban fringe of Barrhead.

The EIA concludes that there will be no significant impacts noting the arrangement of the development area and the landscape framework as mitigating factors.

The conclusions in the EIA on the landscape and visual impact of the proposed development are noted and are considered reasonable given the nature of the proposal.

## Ecology

Assesses the likely impact on ecological interests referring to the assessment of such interest carried out in 2017. The site is not under any designated protection and is considered as being unexceptional. The EIA concludes that the impact is not significant. Evidence of activity: foraging, commuting, etc of individual protected species in the area was identified (badgers, otters, bats) but no firm presence on site was identified.

The matter of bats was the focus of particular consideration both in terms of the ability of the farm/buildings to support roosts. Further survey work of the buildings took place in 2018. The farm buildings were assessed as being of moderate to high suitability for bats but no evidence of bats using any of the buildings was found. The trees on site were assessed in terms of their potential to support bats. This is presented in a separate appendix to the EIA and again no evidence was recorded.

Nevertheless a series of mitigation measures are highlighted that the EIA considers will assist in reducing the impact of the build out and occupation of the development on biodiversity. The EIA concludes that this should achieve no net biodiversity loss and indeed anticipates a gain.

The presence of Japanese Knotweed has also been noted on site and its eradication recommended.

The conclusions of the EIA confirm that there is no evidence of protected species on site although signs of foraging have been noted. The pond has been checked for evidence of newts. This information is however approaching three years old and it is considered that updated surveys should be undertaken across the entire site and potential mitigation measures reviewed. This can be addressed by means of a condition.

The Council's Environmental Health Service has also recommended that a non-invasive plant survey be undertaken.

## Noise

Assesses the noise impact from the existing environment on residents within the proposed development. Principally this is for the railway to the south of the site and noise from road traffic.

The assessment methodology is outlined and clarifies the baseline position of existing ambient noise levels on the development site. Potential noise impacts at the nearest sensitive properties in the development are predicted and assessed against consideration of human health and residential amenity.

The assessment found that there were areas where the proposed houses and their gardens were predicted to experience noise impact beyond acceptable levels from both noise sources. Mitigation measures are set out in the EIA and relate to the construction of acoustic barriers and physical incorporation of acoustic insulation on certain houses.

The construction impacts are considered and the level of significance determined. It is concluded that the sensitivity of any existing local receptors is high due to the fact that they are residential in nature. The significance of impacts is regarded as 'moderate to high' in terms of construction work. This is a short term infrequent impact.

The Council's Environmental Health Service has commented on the conclusions and proposed mitigation measures. (See Below)

A foul water pumping station is to be constructed south of Area 3, effectively housed in a buried concrete structure. This combined with the separation distance to the nearest house has also been considered, noise and vibration impacts are not anticipated to be an issue.

It is considered that the noise impacts are adequately assessed and the mitigation including acoustic screening and/or mechanical adaptations to a limited number of units is acceptable.

### Air Quality

This principally assesses traffic emissions supported by an Air Quality Assessment. Comparisons are made between existing and predicted levels in accordance with published guidance. The assessment considers that the air quality impacts will be of negligible significance.

In addition to impacts of emissions, dust management measures during ground works have been considered and management responses outlined.

The EIA considers these impacts are not likely to be significant and can be adequately addressed.

The Council's Environmental Health Service is satisfied with the conclusions in the Air Quality assessment and it is therefore considered the assessment of the air quality impacts is reasonable.

### Hydrology

Assesses the impact of the proposal on the hydrology and drainage of the site including matters of potential flood risk. It is acknowledged that existing watercourses, water bodies and surface water runs will be significantly altered.

The assessment considers that mitigation for these impacts in term of a new drainage management scheme should ensure that the impacts on the receiving water environments (beyond the site) are negligible.

### Transport

This considers the traffic generated by the development including construction and post construction. It also refers to a separate Transport Assessment submitted in support of the application

Overall the EIA concludes that the impact of the development combined with the proposed upgrade works to the local network will be to provide a safer road environment on which the impact attributable to this development will be low.

The consideration of these aspects has been noted and it is considered given the scope of the application they are reasonable. The Councils Roads Service has considered this chapter and the supporting Transport Assessment and are satisfied with the assessment of the significance of the impacts and the conclusions drawn.

### Aviation

This chapter assesses the likely impact of the development from construction to completion on the aviation resources primarily at Glasgow Airport. It concludes that given the location and elevation of the site there are no significant issues in terms of the construction of the development. The level of work on site in terms of initial soil stripping is however regarded as potentially capable of raising a bird hazard.

The applicants have suggested the utilisation of a Bird Management Plan to mitigate this.

The assessment of this impact is considered reasonable. Glasgow Airport has commented on the Bird Management issue and a condition to secure an appropriate mechanism to mitigate bird issues can be applied.

### Ground Conditions

This assesses the geological, mining and environmental conditions of the site with a view to identifying any ground stability issues, ground contamination including gas and water environment risks attributable to the proposal.



It concludes that there are no constraints with regards to mining activity and no contamination issues.

Radon gas preclusion measures are confirmed as being necessary.

The site is within a designated radon affected area and as such additional protection measures will be required to render the site suitable for the proposed development.

The conclusions on ground conditions are noted and considered reasonable. The matter of radon gas preclusion measures can be secured by means of a condition.

### Cultural Heritage

This assessment entailed a desk based assessment with reference to a walkover survey. It concludes that there are heritage resources in the development area that will be affected by the proposal. Impact of the development is not expected to raise significant aspects however noting the nature of such resources further investigations may be necessary.

It also considers that given the greenfield nature of the site there is potential for previously unrecorded sub-surface remains to be present and acknowledges that a programme of archaeological evaluation may be required.

The conclusions in respect of potential cultural heritage resources are noted and considered satisfactory. An investigation is however considered necessary.

In addition the West of Scotland Archaeology Service has considered this aspect whilst recognising previous investigate work that had been carried out. The Archaeology Service acknowledges the view that the proposed development is unlikely to raise substantial archaeological issues. However noting the nature of the site they recommend the attachment of a condition to secure an appropriate archaeological investigation.

### EIA Conclusion

The EIA provides an assessment of the likely impacts of the development across various matters and recommends mitigation measures to assist in managing these impacts where considered necessary.

The impacts vary in terms of nature and degree. In general the aspects are not considered to raise unanticipated impacts given the degree of work carried out to date in the development and promotion of the Barrhead South SDO in terms of the LDP. Certain matters will however require to be secured or addressed by means of conditions, if the development is approved. These extend to matters of potential contamination, Japanese Knotweed eradication and Radon gas management.

### Consultation Responses

Consultation responses raise no significant issues although some matters will require to be addressed by conditions and/or legal agreements.

The Council's Roads Service has commented on a number of matters including a consideration of the EIA and Transport assessment.

The overall arrangements in terms of adequate parking for each house and flat, visitor parking is appropriate as is the overall road geometry and alignment. Certain matters will require further securing by means of conditions for example sightlines for the principal access point to both phases of the proposal.

The impact of the development on the local network is an area that has been considered and additional off site upgrade works had been approved as outlined above. It was intended that the upgrade works would be completed to serve a phased build out of the Miller Homes development

to the North of the site. Matters had been delayed. The re-design of the junction was raised in Spring 2019 in separate discussions with the Council's Roads Service. The alternative design to the 'five ways' junction now shown in this application is welcomed. The early delivery remains a priority for the Council and this will be secured by means of a condition and/or a legal agreement.

The Council's Environmental Health Service have commented on several aspects of the proposal including matters referred to in the Environmental Assessment. These include the investigation of road noise impacts ground conditions/ground gas.

The content and conclusions of the EIA has been noted as is the acknowledgement that parts of the site are predicted to be subject to noise levels from road traffic exceeding acceptable guidelines. The proposed mitigation measures have been noted by the Council's Environmental Health Service. These as outlined above extend to the formation of acoustic barriers and achieving acceptable internal night-time noise levels with bedroom windows closed and the installation of trickle vents to provide sufficient ventilation with windows closed.

The advice from the Environmental Health Service advice is that this is not acceptable as it is their policy that satisfactory noise levels should be achieved with the bedroom windows open at least 10-15cm for ventilation. They accordingly recommend that further mitigation measures should be incorporated into including acoustic barriers.

It should be noted however that this policy is not reflected in Planning Policy and Planning Advice Note 1/2011 - Planning and Noise acknowledges that the preferred position of the Environmental Health Service may not be achievable in some instances and that other mitigation measures should be considered. These can extend to design and orientation factors of the houses or the installation of closed windows with alternative means of ventilation may be unavoidable. The applicants are aware of this and have suggested a condition in response.

The applicants suggested approach to this impact is considered an appropriate response in the context of this site. It is noted that the proposed layout presents a low number of houses that will be potentially affected by road noise.

In terms of road noise three localised groups of houses along Springfield Road were predicted to be affected and in terms to railway noise three areas along the southern edge of the site. The acoustic barriers are proposed at 2m and 3m tall depending in the particular context.

The Environmental Health Service commented further on the incidence of radon gas arising through the site. They recommend mitigation measures including the utilisation of a gas impermeable barrier. This is in line with the conclusions of the ground investigation report

SEPA have noted the conclusions drawn in the Hydrology chapter of the EIA with regard to the proposed development. They acknowledge that there is no development within the flood plan localised along the watercourse. They have commented on the bridging of the watercourse and recommended they are designed to comply with Scottish Planning Policy on Planning and Flooding.

The intended management of surface and foul water is also noted and SEPA have referred to their guidance and procedure requirements including the Water Environment (Controlled Activities) (Scotland) Regulations.

Scottish Water has advised there is sufficient capacity in fresh water supply and foul water management network to serve the proposed development. Work has recently commenced on a new water supply main from Neilston. The design for the infrastructure to serve the development is substantially underway and it is understood that a phased build out of the houses is capable of being accommodated.

### Overall Conclusion

The site is identified in the adopted East Renfrewshire Local Development Plan as a housing development site. The proposal has been assessed and is considered to accord with the adopted

LDP. Furthermore East Renfrewshire Councils Proposed Local Development Plan 2 maintains the designation of the site as a housing site.

As a consequence the development is considered to accord with both the policies of the adopted LDP and the proposed LDP2 and there are no other material considerations, including any environmental impacts identified, that outweigh the policies.

**RECOMMENDATION:** Approve subject to conditions following the conclusion of an agreement under Section 75 of The Town and Country Planning (Scotland) Act to secure the delivery of affordable housing contributions and development contributions.

**PLANNING OBLIGATIONS:** Legal agreement(s) relating to affordable housing contributions; developer contributions towards Education (Pre-five, Primary and Secondary); Dams to Darnley Country Park; Sustainable Transport; Green Network, Path Networks and Access Integration; Community Facilities (Community Halls & Libraries and Sports); Parks and Open Space.

**CONDITIONS:**

1. Development hereby approved shall proceed in accordance with the approved Route of Build/Phasing Plan Rev H dated 26.02.2020. For the avoidance of doubt the Road Works in accordance with the TW junction and TW road upgrades (including traffic calming features) as identified on this plan as well as the upgrade of Springhill Road to the southernmost junction adjacent to Plot 51 shall be completed to surface course prior to the commencement of works on any dwellinghouse including the sales area and car park. Thereafter the development shall be implemented in accordance with the approved phasing scheme.

Reason: In order to ensure a properly programmed development.

2. Prior to commencement of Phase 2 as detailed in the Route of Build/Phasing Plan Rev G dated 13.02.2020 and the SUDs area north of Springfield Road that part of the site shall be resurveyed and an ecological/habitat report detailing the findings, ecological baseline, recommendations, and any mitigation measures shall be submitted for the approval in writing of the Planning Authority with regard to bats and protected species.

Reason: In order to identify and protect any protected species and to allow the planning authority to consider this matter in detail.

3. Development shall not commence until a drawing showing the maximum achievable visibility splays to be provided at the junction on Springfield Road and the southernmost junction on Springhill Road has been submitted to and approved in writing by the Planning Authority. For the avoidance of doubt these junctions shall have minimum visibility splays of 4.5m by 90m in both primary and secondary directions. The achievable visibility splays should be clearly indicated, including the numeric values, in both the primary and secondary directions from the new accesses. No vegetation, landscaping, structures or fencing over 1.05m in height will be permitted within this splay. The junction shall be formed with the approved visibility splays prior to the occupation of any dwelling.

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

4. Development shall not commence until a drawing showing the visibility splays to be provided at the northern junction on Springhill Road has been submitted and approved in writing by the Planning Authority. For the avoidance of doubt these junctions shall have minimum visibility splays of 4.5m x 50m in the primary direction and 4.5m by 90m. in the secondary direction. The achievable visibility splays should be clearly indicated, including the numeric values, in both the primary and secondary directions from the new access. No vegetation, landscaping, structures or fencing over 1.05m in height will be

permitted within this splay. The junction shall be formed with the approved visibility splays prior to the occupation of any dwelling.

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

5. Visibility splays to be provided at the internal junctions shall have minimum visibility splays of 2.5m by 25m, in both the primary and secondary directions. No vegetation, landscaping, structures or fencing over 1.05m in height will be permitted within this splay. These splays must be maintained in perpetuity.

Reason: To enable drivers of vehicles leaving a clear view over a length of road sufficient to allow safe use of the internal road junctions

6. Development shall not commence until samples of materials to be used on all external surfaces of the building and 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.

Reason: To ensure the development is acceptable in appearance.

7. Development shall not commence until details and location of all walls (including retaining walls) and fences to be erected on the site have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the development is acceptable in appearance.

8. Details submitted above shall include the full construction details of the Two (2) pedestrian bridges linking footpaths across the central water course.

Reason: In the interest of sustainability and the avoidance of flooding at the locus.

9. The principles of Sustainable Urban Drainage Systems (SUDS) for the surface water regime shall be incorporated into the development. Development shall not commence until details of the surface water management and SUDS proposals have been submitted to and approved in writing by the planning authority. Thereafter the surface water management details shall fully be implemented as approved.

Reason: In the interests of sustainable development.

10. Details submitted in pursuance of condition 6 above shall include the drainage construction details in the immediate location of 'Johnnie Blues' well on the west section of Springfield Road, (extending to the retention of the well feature and stone walling), shall be submitted for the written approval of the planning authority.

Reason: To allow the planning authority to consider this matter in detail.

11. Development shall not commence until a scheme to deal with the contamination on the site has been submitted to and approved in writing by the planning authority. The scheme shall contain details of:

- i) the nature, extent and type(s) of contamination on the site;
- ii) measures to treat/remove contamination to ensure the site is fit for the use proposed;
- iii) measures to deal with contamination during construction works.

Before any part of the development is occupied/used the approved measures to decontaminate/remediate the site shall be fully implemented unless a phased completion and occupation is agreed as part of the approved scheme.

Reason: In the interests of public health and to protect users of the development and the wider environment from the effects of contamination.

12. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of: o Management of sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

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..

13. Development shall not commence until an invasive plant survey is undertaken including the area of the site north of Springfield Road. If any invasive plant species is encountered, measures for the remediation/eradication of this shall be submitted to and approved in writing by the Planning Authority. The remediation of the site shall incorporate the approved additional measures and require verification upon completion.

Reason: In order to allow the planning authority to consider this matter in detail.

14. Development shall not commence until details have been submitted of a management scheme to ensure that the landscaped areas and other areas of common ownership are maintained to an approved standard. The management scheme requires to be approved in writing by the Planning Authority and shall include details of when it will be implemented on site.

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

15. Details of a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary along the open areas of the application site to provide a continuous barrier between the proposed house plots. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

Reasons: In the interests of public safety and the protection of Network Rail infrastructure.

16. The developer shall undertake recording of archaeological resources within the development site. 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 work in accordance with a written scheme of investigation, which has been submitted by the applicant and agreed by West of Scotland Archaeology Service and approved in writing 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 in accordance with the agreed programme.

Reason: In order to identify and protect any archaeological remains and to allow the planning authority to consider this matter in detail.

17. Any site clearance works shall be undertaken outwith the bird breeding season of March to mid-August inclusive. Where this is not operationally possible, all such works should be preceded by a survey by a suitably qualified ecologist to establish whether nests are present and the survey results submitted for the approval of the planning authority in consultation with Scottish Natural Heritage. If breeding birds are found steps must be taken to avoid an offence under the Nature Conservation (Scotland) Act 2004.

Reason: To avoid disturbance to breeding birds.

19. There shall be no construction work or offloading of delivered materials at the development site outwith 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 outwith these hours shall not be audible from the boundary of any noise sensitive property.

Reason: To prevent noise nuisance to the surrounding area.

20. 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.

**ADDITIONAL NOTES:**

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.

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

The applicant is advised to adhere to Safeguarding of Aerodromes Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

The developer must contact Network Rail regarding the above matters, contact details below:

Network Rail Asset Protection Engineer  
151 St. Vincent Street, GLASGOW, G2 5NW  
Tel: 0141 555 4352  
E-mail: [AssetProtectionScotland@networkrail.co.uk](mailto:AssetProtectionScotland@networkrail.co.uk)

The nature of the proposed development is such that a crane may be required during its construction. The developers should note the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

**ADDED VALUE:**

A legal agreement is required to secure essential aspects of the development and to ensure the proposal complies with the Council's Local Plan policies.

Design, layout and/or external material improvements have been achieved during the processing of the application to ensure the proposal complies with the Council's Local Plan policies.

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

**BACKGROUND PAPERS:**

Further information on background papers can be obtained from Mr Ian Walker on 0141 577 3042.

Ref. No.: 2019/0370/TP  
(IAWA)

DATE: 4th March 2020

**DIRECTOR OF ENVIRONMENT**

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Reference: 2019/0370/TP - Appendix 1

## **DEVELOPMENT PLAN:**

### **Strategic Development Plan**

The Strategic Development Plan (SDP) indicates housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces. The SDP is committed to supporting growth by creating high quality places which deliver the right type of homes in the right locations.

Policy 8 of the SDP on Housing Land Requirement indicates that in order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- make provisions in Local Development Plans for the all tenure Housing Land Requirement by Local Authority set out in Schedule 8, for the Private Housing Land Requirement by Housing Sub-Market Area set out in Schedule 9 and for the Private Housing Land Requirement by Local Authority set out in Schedule 10;
- allocate a range of sites which are effective or expected to become effective in the plan periods to meet the housing land requirements for each housing sub-market area and for each local authority of the SDP up to year 10 from the expected year of adoption;
- provide for a minimum of 5 years effective land supply at all times for each housing sub-market area and for each local authority;
- undertake annual monitoring of completions and land supply through Housing Land Audits.

Policy 8 also indicates Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- The development will help to remedy the shortfall which has been identified;
- The development will contribute to sustainable development;
- The development will be in keeping with the character of the settlement and the local area;
- The development will not undermine green belt objectives; and
- Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

Policy 9 indicates that in order to support the delivery of affordable housing, including social and specialist provision housing, and meet housing need, in support of the Vision and Spatial Development Strategy, local authorities should through appropriate mechanisms:

- Develop appropriate policy responses where required, including affordable housing, specialist housing and development contributions policies, to deliver housing products taking account of the HNDA as well as local evidence and circumstances; and
- Ensure that any affordable housing, specialist housing and development contributions policies, are applied in a manner that enables the delivery of housing developments.

## Policy D1

## Detailed Guidance for all Development

Proposals for development should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. In some cases, where the criteria have not been met, a written justification will be required to assist with assessment.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be of a size, scale, massing and density that is in keeping with the buildings in the locality and should respect local architecture, building form, design, and materials;
3. The amenity of neighbouring properties should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Planning Guidance;
4. The development should not impact adversely on landscape character or the green network, involve a significant loss of trees or other important landscape, greenspace or biodiversity features;
5. Developments should incorporate green infrastructure including access, landscaping, greenspace, water management and Sustainable Urban Drainage Systems at the outset of the design process. Where appropriate, new tree or shrub planting should be incorporated using native species. The physical area of any development covered by impermeable surfaces should be kept to a minimum to assist with flood risk management. Further guidance is contained within the Green Network and Environmental Management Supplementary Planning Guidance;
6. Development should create safe and secure environments that reduce the scope for anti-social behaviour and fear of crime;
7. Developments must be designed to meet disability needs and include provision for disabled access within public areas;
8. The Council will not accept 'backland' development, that is, development without a road frontage;
9. Parking and access requirements of the Council should be met in all development and appropriate mitigation measures should be introduced to minimise the impact of new development. Development should take account of the principles set out in 'Designing Streets';
10. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the development;
11. Developments should include provision for the recycling, storage, collection and composting of waste materials;
12. Where possible, all waste material arising from construction of the development should be retained on-site for use as part of the new development;
13. Where applicable, new development should take into account the legacy of former mining activity;
14. Development should enhance the opportunity for and access to sustainable transportation, including provision for bus infrastructure, and particularly walking and cycle opportunities including cycle parking and provision of facilities such as showers/lockers, all where appropriate. The Council will not support development on railways solums or other development that would remove opportunities to enhance pedestrian and cycle access unless mitigation measures have been demonstrated;
15. The Council requires the submission of a design statement for national and major

developments. Design statements must also be submitted in cases where a local development relates to a site within a conservation area or Category A listed building in line with Planning Advice Note 68: Design Statements.

16. Where applicable, developers should explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development.

#### Policy D4

##### Green Network

The Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the green networks shown on the Proposals Map.

Proposals for development that are likely to destroy or impact adversely on the character or function of the green network will be discouraged.

Where proposals are likely to adversely impact upon the green network, appropriate mitigation will be required.

The provision of the green network will be a core component of any master plan.

Further detailed information and guidance, which all proposals require to reflect, is set out in the Green Network and Environmental Management Supplementary Guidance.

#### Policy D18

##### Airport Safeguarding

The Council supports the requirement to protect safeguarded areas for Glasgow and Prestwick Airports and will consult BAA or NATS as appropriate on proposals in line with Circular 2/2003 to ensure that development proposals do not adversely impact on the safe and efficient operation of the airports. Proposals which interfere with visual and electronic navigational aids of airports and/or increase bird hazard risk will be resisted unless accompanied by agreed mitigation measures, including a hazard management plan.

#### Policy D7

##### Green Infrastructure and Open Space Provision within New Development

New development proposals should incorporate a range of green infrastructure including open space provision, multi use access, sustainable urban drainage, wildlife habitat and landscaping. This infrastructure should not only form an integral part of the proposed scheme but should complement its surrounding environment.

Further detailed information and guidance is set out in the Green Network and Environmental Management Supplementary Planning Guidance.

#### Strategic Policy 2

##### Assessment of Development Proposals

Proposals for new development, other than smaller scale proposals (such as applications for single houses, householder or shop frontage alterations), will be assessed against relevant criteria below as well as Policy D1:

- 1 Application of a sequential approach which gives priority to the use of Brownfield sites within the urban area then to Greenfield land within the urban area and finally to land adjacent to the urban area. Sites within the green belt will only be considered where it has been demonstrated that a suitable site does not exist within the urban area;
2. Provision of a mix of house types, sizes and tenures to meet housing needs and accord with the Council's Local Housing Strategy and the Glasgow and Clyde Valley Strategic

Housing Need and Demand Assessment;

3. Resulting positive community and economic benefits;
4. The impact on the landscape character as informed by the Glasgow and Clyde Valley and the East Renfrewshire Landscape Character Assessments, the character and amenity of communities, individual properties and existing land uses;
5. The impact on existing and planned infrastructure;
6. The impact upon existing community, leisure and educational facilities;
7. The transport impact of the development on both the trunk and local road network and the rail network, taking into account the need for a transport assessment and the scope for green transport and travel plans;
8. The impact on the built and natural environment, including the green belt and green network taking into account the need for an Environmental Impact Assessment and the requirement for proposals to provide a defensible green belt boundary and links to the green network;
9. The impact on air, soil, including peat and water quality and avoiding areas where development could be at significant risk from flooding and/or could increase flood risk elsewhere;
10. The potential for remedial or compensatory environmental measures including temporary greening;
11. The contribution to energy reduction and sustainable development.
12. The impact on health and well being;
13. The cumulative impact of the development;
14. The impact of proposals on other proposals or designations (including the Town and Neighbourhood Centres in Schedule 14) set out in the Local Development Plan;
15. The suitability of proposals when assessed against any relevant Adopted Supplementary Planning Guidance.

#### Policy M1

##### Master Plans

The Council will support appropriate development within master planned areas and will prepare Supplementary Planning Guidance to set the planning context for the development of these major sites and to bring forward their implementation.

Development within the master planned areas as defined on the Proposals Map will be acceptable where it conforms with the master plan and is in accordance with Strategic Policies 1, 2 and 3 and Policy D1. A phasing and delivery strategy will be required for all proposals. Any application should relate to the master planned area as a whole or if less should not in any way prejudice the implementation of the whole development.

#### Policy SG5

##### Affordable Housing

Throughout East Renfrewshire, where planning permission is sought for residential developments of 4 or more dwellings, including conversions, the Council will require provision to be made for a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing should be well integrated into the overall development. For all proposals viability will be a key consideration when determining the suitable level of contributions. All proposals will require to comply with Strategic Policy 2 and Policy D1.

Further detailed information and guidance is provided in the Affordable Housing Supplementary Planning Guidance.

#### Policy SG4

##### Housing Mix in New Developments

All new housing proposals should include in their design a mix of house types, sizes and tenures to accord with the Council's Local Housing Strategy and the Strategic Housing Need and Demand Assessment. The design should include smaller house types and an element of accessible and adaptable properties to meet the needs of our ageing population and households with particular needs. This mix is in addition to affordable housing contributions.

#### Policy E5

##### Surface Water Drainage and Water Quality

Sustainable urban drainage systems will require to be incorporated into all new development, with the exception of smaller scale proposals (such as applications for single houses, householder or shop frontage alterations). It should also form a major part of all master planning exercises. This will moderate surface water run-off from the site and mitigate any impacts on water quality.

There will be a general presumption against the culverting of watercourses as part of new development. Culverts may be acceptable as part of a grant aided flood prevention scheme or where they are necessary to carry water under a road or railway. Advice on culverts can be accessed on the Scottish Environment Protection Agency website [www.sepa.org.uk](http://www.sepa.org.uk)

The Council will encourage the adoption of an ecological approach to surface water management through habitat creation or enhancement by, for example, forming wetlands or ponds and opening up culverted watercourses. Invasive non-native species should not be introduced and their removal is encouraged. New planting must be with native species. The physical area of any development covered by impermeable surfaces, should be kept to a minimum to assist with flood risk management.

### **Proposed Local Development Plan 2**

#### Policy D4

##### Green Networks and Infrastructure

The Council will protect, promote and enhance a multifunctional and accessible green network across the Council area, as shown on the Proposals Map, which contributes to healthy lifestyles and wellbeing and links to the wider green network across the Clydeplan region.

Proposals will be required to protect and enhance the green and blue network, its value and multiple functions including wildlife, biodiversity, recreational, landscape and access. Proposals should also meet the requirement of Policy D7.

The provision of a green network will be required to form a core component of any master plan or development brief.

Where a proposal impacts adversely on the character or function of the green network, proposals may be required to contribute to enhancing any remaining, or create new green infrastructure and green network, in accordance with Strategic Policy 2 and D6.

The Council will support the implementation of the proposals listed in Schedule 3.

Further detailed guidance and information will be set out in the Green Network Supplementary.

## Policy D22

### Airport Safeguarding

The Council supports the requirement to protect safeguarded areas for Glasgow and Prestwick Airports and will consult BAA or NATS as appropriate on proposals in line with Circular 2/2003, to ensure that development proposals do not adversely impact on the safe and efficient operation of the airports. Proposals which interfere with visual and electronic navigational aids of airports and/or increase bird hazard risk will be resisted unless accompanied by specific and agreed mitigation measures, including a hazard management plan.

## Policy M2.2

M77 Strategic Development Opportunity - Barrhead South - Springhill, Springfield, LyonCross Development within the area South of Barrhead as defined on the Proposals Map will be permitted in accordance with Policy M1 and M2, to be defined further through the preparation of a comprehensive master plan.

The master plan will be prepared by the Council in partnership with landowners, developers and key agencies and will be adopted by the Council as Supplementary Planning Guidance. The Council will not consider any applications favourably prior to the adoption of the master plan (M2.2) to ensure a co-ordinated approach to delivery.

The whole area will be removed from the green belt and identified as a master planned area on the Proposals Map. The detailed phasing and delivery of sites will be determined through the preparation of the master plan.

In addition the master plan will have to address the following requirements:

Integration of areas at Springhill, Springfield and Lyon Cross as a sustainable urban expansion with Barrhead accommodating:

Mixed housing comprising a range of house types and tenures including affordable;

A high quality environment that will attract a variety of employment generating uses including high tech businesses and the potential for live/work units to assist with the creation of a dynamic and competitive local economy, boost local job and improve inward investment opportunities;

Neighbourhood scale retail;

Community/leisure facilities (including allotments and a potential site for a religious facility); and

Education facilities - Provision of pre-five education facility required as an early priority. Capacity can be managed within other schools subject to provision of appropriate development contributions.

Approximately 1050 homes to be phased 470 homes by 2025 and 580 homes post 2025;

Provision for a sustainable transport strategy comprising:

Public transport upgrades;

Provision of a new rail station at Springfield is investigated and land safeguarded;

Upgrades to Aurs Road,; and

Investigate improvements to connectivity between Barrhead and Newton Mearns including, in the long term, the 'Balgray Link' route.

Enhancement of the Dams to Darnley Country Park by improving access, tourism activity and by encouraging appropriate commercial and leisure activity on key sites.

## Strategic Policy 1

### Development Strategy

Proposals will be required to meet the objectives of the Proposed Plan and contribute to the delivery of the Development Strategy in order to create sustainable, well designed, connected, healthy, safe and mixed communities and places. Proposals should be designed to promote the health and wellbeing benefits of the development for people of all ages, abilities and backgrounds and demonstrate economic, social and environmental benefits. Proposals should not result in a significant adverse loss of character or amenity to the surrounding area.

The Council's approach to development is as follows:

1. Regeneration, consolidation and environmental enhancement of the urban areas through the provision of an efficient and sustainable use of land, buildings and infrastructure that encourages the re-use of brownfield and vacant sites, in keeping with a sequential approach and in accordance with other relevant policies of the Proposed Plan;
2. Master planned approach to development at the following Strategic Development Opportunity locations:
  - a. Maidenhill/Malletsheugh, Newton Mearns (Policy M2.1);
  - b. Barrhead South - Springhill, Springfield, Lyoncross (Policy M2.2);
  - c. Barrhead North - Shanks/Glasgow Road, Barrhead (Policy M3);
3. Infill development within the rural settlements compatible with the character, amenity and settlement pattern;
4. Phased release of sites to make efficient use of existing infrastructure and ensure the coordinated delivery of new infrastructure and investment, including schools; green infrastructure; transport infrastructure; community and leisure facilities; and health and care facilities all in accordance with Strategic Policy 2. Proposals for windfall sites will be required to provide the required infrastructure resulting from development in accordance with Strategic Policy 2 and not prejudice the delivery of allocated sites. Where infrastructure constraints cannot be overcome, including any impacts of additional residential development upon education infrastructure, proposals will not be supported;
5. Implementation of City Deal strategic infrastructure projects set out in Strategic Policy 3 and Schedule 1 and other major infrastructure programmes;
6. Protection and enhancement of the green belt and landscape character and setting and the distinct identity of towns and villages in accordance with Policies D2 and D3;
7. Protection, creation and enhancement of an integrated multi-functional green network and connected green spaces within and around the urban areas which actively contribute to local amenity, recreation, active travel and biodiversity objectives in accordance with Policies D4 and D6;
8. Protection and enhancement of the built, historic and natural environment in accordance with Policies D7 and D14 to D20;
9. Provision of homes to meet the all tenure housing requirements of Clydeplan (Table 1) in accordance with Policies SG1, SG2 and SG4. The sites listed in Schedules 15 and 16 will provide a range and choice of housing sizes, types and tenures across the Council area to meet these requirements in accordance with the Strategic Housing Need and Demand Assessment and the Council's Local Housing Strategy;
10. Sustainable and inclusive economic growth and community benefits, including the creation of new employment opportunities through the provision of a range of sites and

areas to provide a strong and diverse economy in both the urban and rural areas, in accordance with Policies SG5,SG6 and SG7;

11. Maintaining and enhancing the vitality and viability of the town and neighbourhood centres by adopting a town centre first approach that directs development and investment to town and neighbourhood centre locations in accordance with Policies SG10 and SG11; and
12. The contribution to energy reduction and sustainable development in accordance with Policies E1 and E2.

## Strategic Policy 2

### Development Contributions

New development must be accompanied by the appropriate infrastructure and services required to support new or expanded communities.

Where new developments individually or cumulatively generate a future need for new or enhanced infrastructure provision, services or facilities, the Council will require the development to meet or proportionately contribute to the cost of providing or improving such infrastructure. Development contributions will fairly and reasonably relate in scale to the proposed development and will be required in order to make the proposed development acceptable in planning terms, all in accordance with the policy tests of Circular 3/2012: Planning Obligations and Good Neighbour Agreements.

Planning permission will only be granted where the identified level and range of supporting infrastructure and services required to meet the needs of the new development, are already available or will be available in accordance with agreed timescales.

Where appropriate, contributions may be sought in relation to Education (including Early Years, Primary, Secondary and Additional Support Needs); Community Facilities (including Community Halls and Libraries and Sports); Parks and Open Space; Roads and Transportation; Active travel; and Green Infrastructure.

Future analysis will be carried out with our community planning partners to consider the capacity required to support future demand for healthcare infrastructure.

Further detailed information and guidance is provided in the Development Contributions Supplementary Guidance. The guidance contains details of how impacts will be assessed and how contributions will be calculated. This policy should be read in conjunction with Policy SG4: Affordable Housing.

## Policy M1

### Master Plans

All major developments will require the submission of a master plan for the entire allocated site. Master plans must be submitted prior to or as part of an application for planning permission.

Proposals for the development of sites that are subject to a master plan adopted by the Council, must conform to the relevant master plan and other relevant policies of the Proposed Plan. A phasing and delivery strategy will be required for all proposals. Any application should relate to the master planned area as a whole or if less should not in any way prejudice the implementation of the whole development.

## Policy M2.2

M77 Strategic Development Opportunity - Barrhead South - Springhill, Springfield, LyonCross



Development within the area South of Barrhead as defined on the Proposals Map will be permitted in accordance with Policy M1 and M2, to be defined further through the preparation of a comprehensive master plan.

The master plan will be prepared by the Council in partnership with landowners, developers and key agencies and will be adopted by the Council as Supplementary Planning Guidance. The Council will not consider any applications favourably prior to the adoption of the master plan (M2.2) to ensure a co-ordinated approach to delivery.

The whole area will be removed from the green belt and identified as a master planned area on the Proposals Map. The detailed phasing and delivery of sites will be determined through the preparation of the master plan.

In addition the master plan will have to address the following requirements:

Integration of areas at Springhill, Springfield and Lyon Cross as a sustainable urban expansion with Barrhead accommodating:

Mixed housing comprising a range of house types and tenures including affordable;

A high quality environment that will attract a variety of employment generating uses including high tech businesses and the potential for live/work units to assist with the creation of a dynamic and competitive local economy, boost local job and improve inward investment opportunities;

Neighbourhood scale retail;

Community/leisure facilities (including allotments and a potential site for a religious facility); and

Education facilities - Provision of pre-five education facility required as an early priority. Capacity can be managed within other schools subject to provision of appropriate development contributions.

Approximately 1050 homes to be phased 470 homes by 2025 and 580 homes post 2025;

Provision for a sustainable transport strategy comprising:

Public transport upgrades;

Provision of a new rail station at Springfield is investigated and land safeguarded;

Upgrades to Aurs Road,; and

Investigate improvements to connectivity between Barrhead and Newton Mearns including, in the long term, the 'Balgray Link' route.

Enhancement of the Dams to Darnley Country Park by improving access, tourism activity and by encouraging appropriate commercial and leisure activity on key sites.

#### Policy D1

##### Placemaking and Design

Proposals for development within the urban and rural areas should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. Proposals will be assessed against the 6 qualities of a successful place as outlined in SPP, Designing Streets and the Placemaking and Design Supplementary Guidance.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be appropriate to its location, be high quality and of a size, scale, height, massing and density that is in keeping with the buildings in the locality or appropriate to the existing building and should respect local architecture, building form and design;
3. Respect existing building lines and heights of the locality;
4. Create a well-defined structure of streets, public spaces and buildings;
5. Ensure the use of high quality sustainable and durable materials, colours and finishes that complement existing development and buildings in the locality;
6. Respond to and complement site topography and not impact adversely upon the green belt and landscape character, green networks, features of historic interest, landmarks, vistas, skylines and key gateways. Existing buildings and natural features of suitable quality, should be retained and sensitively integrated into proposals including greenspace, trees and hedgerows;
7. Boundary treatment and landscaping should create a distinctive edge and gateway to the development and reflect local character;
8. Promote permeable and legible places through a clear sustainable movement hierarchy favouring walking, then cycling, public transport, then the private car as forms of movement;
9. Demonstrate connectivity through the site and to surrounding spaces via a network of safe, direct, attractive and coherent walking and cycling routes. These must be suitable for all age groups, and levels of agility and mobility to allow for ease of movement from place to place;
10. Demonstrate that safe and functional pedestrian, cycle and vehicular access, and parking facilities and infrastructure, including for disabled and visitor parking, is provided in accordance with the Council's Roads Development Guide. Where appropriate, proposals will be required to provide secure and accessible shelters, lockers, showers and seating and be designed to meet the needs of all users. Cycle parking and facilities should be located in close proximity to the entrances of all buildings to provide convenience and choice for users;
11. Incorporate integrated and enhance existing green infrastructure assets, such as landscaping, trees and greenspace, water management and SUDs including access and prioritise links to the wider green network as an integral part of the design process from the outset, in accordance with Policies D4 - D6. New green infrastructure must be designed to protect and enhance the habitat and biodiversity of the area and demonstrate a net gain;
12. There will be a general presumption against all proposals that involve landraising. Where there is a justifiable reason for landraising, proposals must have regard to the scale and visual impact of the resultant changes to the local landscape and amenity. Proposals that adversely impact upon the visual and physical connections through the site and to the surrounding areas will be resisted;
13. Backland development should be avoided;
14. Provide safe, secure and welcoming places with buildings and spaces, including open spaces, play areas and landscaping, designed and positioned to reduce the scope for anti-social behaviour and fear of crime, improve natural surveillance, passive overlooking, security and street activity;
15. The amenity of residents, occupants and users of neighbouring existing and new buildings and spaces should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Guidance;
16. Development should minimise the extent of light pollution caused by street and communal

lighting and any floodlighting associated with the proposal;

17. The amenity of residents, occupants and users of neighbouring existing and new buildings and spaces should not be adversely affected by noise, dust, pollution and smell or poor air quality;
18. Ensure buildings and spaces are future proof designed to be easily adaptable and flexible to respond to changing social, environmental, technological, digital and economic conditions;
19. Incorporate provision for the recycling, storage, collection and composting of waste materials; and
20. Incorporate the use of sustainable design and construction methods and materials in the layout and design to support a low carbon economy.

Proposals must meet the requirements of any development brief prepared by the Council for an allocated site.

Further detailed guidance and information will be set out in the Placemaking and Design Supplementary Guidance, Householder Design Supplementary Guidance and the Daylight and Sunlight Design Supplementary Guidance.

#### Policy D4

##### Green Networks and Infrastructure

The Council will protect, promote and enhance a multifunctional and accessible green network across the Council area, as shown on the Proposals Map, which contributes to healthy lifestyles and wellbeing and links to the wider green network across the Clydeplan region.

Proposals will be required to protect and enhance the green and blue network, its value and multiple functions including wildlife, biodiversity, recreational, landscape and access. Proposals should also meet the requirement of Policy D7.

The provision of a green network will be required to form a core component of any master plan or development brief.

Where a proposal impacts adversely on the character or function of the green network, proposals may be required to contribute to enhancing any remaining, or create new green infrastructure and green network, in accordance with Strategic Policy 2 and D6.

The Council will support the implementation of the proposals listed in Schedule 3.

Further detailed guidance and information will be set out in the Green Network Supplementary.

#### Policy D6

##### Open Space Requirements

Proposals will be required to incorporate multi-functional, integrated and accessible on-site green networks and green infrastructure, including open space provision, wildlife habitats and landscaping.

Proposals will be required to meet the following criteria:

1. Demonstrate that the provision and distribution of open space and green infrastructure has been integrated into the design approach from the outset and has been informed by the context and characteristics of the site using key natural and physical features. Proposals should be designed to accommodate users of all age

groups, and levels of agility and mobility;

2. Provide a network and hierarchy of open space to create a structured and legible framework for development, which clearly distinguishes public space, semi-public space and private space using appropriate boundary treatments. Design and layout of proposals should encourage species dispersal through improving connectivity and the availability of habitats. New planting must promote and enhance the biodiversity of the area;
3. Complement, extend and connect existing open spaces and provide links to the wider green network;
4. Make provision for the long-term management and maintenance of open space. Details of maintenance requirements and arrangements must be set out, including who is responsible for these requirements;
5. Integrate Sustainable Urban Drainage Systems (SUDs) features with open space and active travel networks as part of a multifunctional approach to landscape design. SUDs may form part of open spaces subject to their design, provided they are accessible and contribute to the amenity value of the wider open space; and
6. Meet the minimum open space requirements set out in Schedule 4.

#### Policy D8

##### Sustainable Transport Networks

The Council will support the development of a sustainable and integrated transport network which strengthens East Renfrewshire's connectivity to the wider Clydeplan Region and beyond; delivers a modal shift to active travel and public transport; and reduces carbon emissions. Development should be directed to sustainable locations where the need to travel is reduced and active travel and public transport infrastructure already exists.

Proposals will be required to align with relevant National, Regional and Local Transport Strategies including the development of local strategic active travel network plans.

Proposals will be required to prioritise active travel and to demonstrate a clear sustainable movement hierarchy favouring walking, then cycling, public transport then the private car in accordance with Designing Streets. Proposals will be required to be accessible and permeable by foot and cycle and connect to existing walking, cycling and green networks, as well as to public transport networks.

Proposals will be required to prioritise improvements to public transport networks and infrastructure, including the need for enhancements to bus and rail infrastructure and services to maintain or increase patronage within the area. Where public transport services are not currently available the Council will encourage applicants to work with transport providers to provide subsidised bus services until a sustainable service is achievable.

The Council will support the implementation of the proposals listed in Schedules 6 and 7.

The Council will support investment in the strategic transport network and delivery of the City Deal strategic transport infrastructure proposals set out in Schedule 1.

#### Policy D9

##### Access

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, shown on the Proposals Map and Schedule 6, and ensure that new development does

not adversely impact upon them. The solums of any former railway lines will be safeguarded as future access routes.

The council will support proposals which enhance, extend and create new integrated walking and cycling routes. New and improved routes should be planned at the outset of the design process; should accommodate users for all age groups, and levels of agility and mobility; should link with existing and proposed active travel routes; and contribute to the wider active travel and green networks across the area.

Any future access proposals will be required to satisfy core active travel design principles of safety, coherence, directness, comfort and attractiveness.

There will be a strong presumption against proposals which have an adverse impact upon outdoor access unless a satisfactory alternative route is provided.

The Council will continue to support Dams to Darnley Country Park (D9.1) and Whitelee Access Project (D9.2), shown on the Proposals Map, and the implementation of the relevant management/ access plans for each project.

## Policy SG1

### Housing Supply, Delivery and Phasing

To deliver housing needs across all tenures up-to 2029 the Proposed Plan provides a range and choice of housing sites and supports the delivery of sustainable mixed communities. Provision is made for a minimum of 4350 homes and associated infrastructure to be delivered between 2012 - 2029 to comply with the Clydeplan Housing Land Requirements and in accordance with Strategic Policy 1.

The land supply will be monitored annually through the Housing Land Audit, Housing Trajectory and the Action Programme. Sites will be subject to phased release to ensure that a minimum of a 5 year continuous effective land supply is maintained at all times and to manage impact upon infrastructure and services.

Proposals for housing development on both allocated housing sites listed in Schedule 15 and shown on the Proposals Map, and on windfall sites not identified for housing development will require to comply with Strategic Policy 1, Strategic Policy 2, Policy D1 and any other relevant policies of the Proposed Plan.

Sites listed in Schedule 16 and shown on the Proposals Map, are allocated exclusively for affordable housing, including housing for particular needs. Proposals for private/ market housing on these sites will not be supported.

If the Housing Land Audit identifies a shortfall in the 5 year effective housing land supply, and this cannot be addressed through the early release of sites within the established housing land supply, the Council will then only consider housing proposals which:

1. Are consistent with Strategic Policy 1, Policy D1 and Policy 8 and Diagram 10 of Clydeplan with preference for brownfield sites within the urban areas. Sites within the green belt will only be considered where it has been demonstrated that a suitable site does not exist within the urban area and where all other criteria can be met. Proposals will be required to provide a defensible green belt boundary;
2. Are appropriate to the scale and character of the specific settlement and local area;
3. Demonstrate positive social, economic and environmental benefits;

4. Would not prejudice delivery of allocated housing sites listed in Schedule 15;
5. Are effective and capable of delivering completions in the next 5 years as demonstrated through supporting evidence in accordance with PAN 2/2010. Details of the phasing of development is required to be submitted with any application; and
6. Can provide the required infrastructure resulting from development in accordance with Strategic Policy 2. Where infrastructure constraints cannot be overcome, including impacts upon education infrastructure, proposals will not be supported.

#### Policy SG4

##### Affordable Housing

The Council will require residential proposals of 4 or more dwellings, including conversions, to provide a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing must be well integrated into the overall development. All proposals will require to comply with Strategic Policy 2 and Policy D1.

Further detailed information and guidance is provided in the Affordable Housing Supplementary Guidance.

The Council will support the implementation of the affordable housing sites listed in Schedule 16.

#### Policy SG2

##### Housing Mix

The Council will require residential proposals to provide a mix and choice of dwelling types, sizes and tenures to meet housing needs, including for people with a disability, older people, families and individuals, to widen housing choice and contribute towards the creation of sustainable mixed communities. The different types of housing are required to be well integrated throughout the development.

Proposals must provide a minimum 10% of all dwellings designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users to align with the target in the Council's Local Housing Strategy (LHS). These properties should be built to Lifetime and Housing for Varying Needs standards to support independent living, be accessible to as wide a range of people as possible, and allow the potential for future adaptation. This requirement is in addition to the requirements of Policy SG4.

Proposals should be informed by the most up-to-date SHNDA and the Council's LHS and demonstrate how proposals will meet standards for accessibility and adaptability and meet the needs of older and people with a disability.

Further detailed information and guidance will be set out in the Housing Mix Supplementary Guidance.

#### **GOVERNMENT GUIDANCE:**

Scottish Planning Policy on the Delivery of New Homes indicates the planning system should identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times; enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders.

Scottish Planning Policy on Affordable Housing indicates that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. Where the HNDA and local housing strategy process identify a shortage of affordable housing, the plan should set out the role that planning will take in addressing this. Planning authorities should consider whether it is appropriate to allocate some small sites specifically for affordable housing. Where affordable housing is required, this should generally be for a specified proportion of the serviced land within a development site to be made available for affordable housing. Planning authorities should consider the level of affordable housing contribution which is likely to be deliverable in the current economic climate, as part of a viable housing development. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses. Consideration should also be given to the nature of the affordable housing required and the extent to which this can be met by proposals capable of development with little or no public subsidy. In rural areas, where significant unmet local need for affordable housing has been shown, it may be appropriate to introduce a 'rural exceptions' policy which allows planning permission to be granted for affordable housing on small sites that would not normally be used for housing, for example because they lie outwith the adjacent built-up area and are subject to policies of restraint.

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