

Corporate and Community Services Department

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Date: 19 June 2020

When calling please ask for: Paul O'Neil (Tel No. 0141 577 3011)

e-mail:- paul.o'neil@eastrenfrewshire.gov.uk

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 on **Thursday, 25 June 2020 at 10.00am.**

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. **Application for planning permission for consideration by the committee – Report by Director of Environment (copy attached, pages 3 - 44).**

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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
25th June 2020

Reference No: 2018/0302/TP

Ward: 1

Page 5

Applicant:

L&S (Barrhead) Limited
c/o London & Scottish
Venlaw
349 Bath Street
Glasgow
G2 4AA

Agent:

Keppie Design
160 West Regent Street
Glasgow
G2 4RL

Site: Site to north of Crossmill Industrial Estate, Glasgow Road, Barrhead, East Renfrewshire

Description: Erection of neighbourhood commercial centre including Class 1 (Retail), Class 3 (Food and Drink)/Sui Generis (Pub/Restaurant and drive thrus) with potential supporting uses (Class 2, Financial, Professional or Other Services, Class 10 Non-Residential Institutions, Class 11 Assembly and Leisure and Sui Generis) and associated access, parking and landscaping (Major).

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

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REPORT OF HANDLING

Reference: 2018/0302/TP

Date Re-registered: 30th July 2019

Application Type: Full Planning Permission

This application is a Major Development

Ward: 1 -Barrhead, Liboside And Uplawmoor

Co-ordinates: 251147/:659857

Applicant/Agent:

Applicant:
L&S (Barrhead) Limited
c/o London & Scottish
Venlaw
349 Bath Street
Glasgow
G2 4AA

Agent:
Keppie Design
160 West Regent Street
Glasgow
G2 4RL

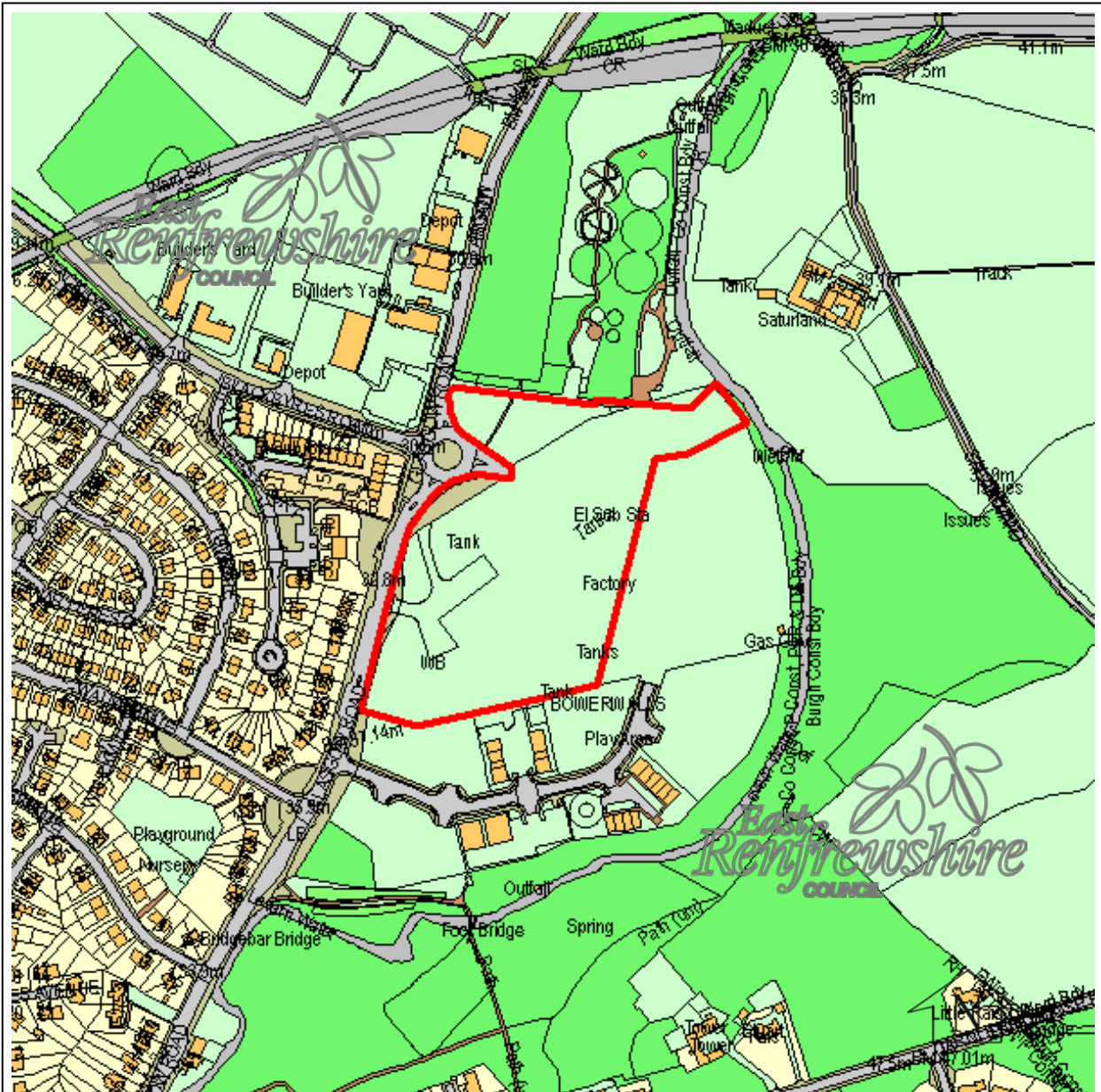
Proposal:

Erection of neighbourhood commercial centre including Class 1 (Retail), Class 3 (Food and Drink)/Sui Generis (Pub/Restaurant and drive thrus) with potential supporting uses (Class 2, Financial, Professional or Other Services, Class 10 Non-Residential Institutions, Class 11 Assembly and Leisure and Sui Generis) and associated access, parking and landscaping (Major).

Location:

Site to north of Crossmill Industrial Estate
Glasgow Road
Barrhead
East Renfrewshire

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CONSULTATIONS/COMMENTS:

Coal Authority	No objection subject to conditions to address mining legacy/ground conditions
Strategic Services: Principal Strategy Officer (LDP Lead)	Acknowledges there will be an impact on Barrhead Town Centre however this is within acceptable parameters. The proposed development will have positive aspects in terms of employment as well as re-using a site that has been derelict for a number of years.
Scottish Environment Protection Agency (SEPA)	No objection.
Scottish Water	No objection.
East Renfrewshire Council Roads Service	No objections.
East Renfrewshire Council Environmental Health Service	No objection subject to conditions to address ground gas and radon monitoring
Scottish Environment Protection Agency (SEPA)	No objections subject to conditions.
East Renfrewshire Council Development Contributions Officer	No objections and is satisfied that no contributions are required.
Barrhead Community Council	No response at time of writing
East Renfrewshire Economic Development	Supports the development in terms of job creation as the proposal links in well with and complements various existing Council strategies/plans.

PUBLICITY:

16.08.2019	Barrhead News	Expiry date 30.08.2019
06.07.2018	Barrhead News	Expiry date 20.07.2018

SITE NOTICES: None.**SITE HISTORY:**

2007/0685/TP	Commercial and residential development to include retail, restaurant/drive thru' and car showroom (in outline)	Appeal against non-determination of application dismissed by the Scottish Ministers.	23.01.2009
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2007/0686/TP	Commercial development to include retail, restaurant/drive thru' and car showroom (in outline)	Refused	12.03.2008
2012/0639/ADV	Display of two non-illuminated free standing signboards	Approved Subject to Conditions	12.11.2012

REPRESENTATIONS: 5 representations have been received and can be summarised as follows:

- Impact on Barrhead Town Centre
- Contrary to national and local policy guidelines
- Increase in traffic
- Noise disturbance
- Overlooking
- Late night/early morning activity
- Lack of electric vehicle charging points

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS:

Drainage Strategy	Identifies the existing drainage and water supply infrastructure across the site and the effects of the proposed development and its associated requirements on that infrastructure. It also references a Barrhead Flood Risk Assessment (FRA) of 2008 which assesses the potential flood risk along the Levern Water through Barrhead.
Mining and Geotechnical Commentary	This assesses the ground conditions to determine the potential risks posed by, ground or groundwater contamination and provides recommendations on remedial measures to manage such risks. It does acknowledge that careful consideration of the foundation design will be necessary. It recommends that certain protective measures works to mitigate the potential effects are required. An earlier Coal Mining Risk Assessment is appended which addresses any mining legacy issues. It concludes that the site is not compromised by historic mining.
Noise Assessment	Considers the likely noise impact anticipated from the development across the construction and operational stages.
Design & Access Statement	Mainly outlines the varied forms of transport options and indicates that the site location benefits from including more sustainable options. The design, character and structure of the development is summarised and the benefits it will bring are set out. The re-use of a currently blighted site and the improvement to local environment is highlighted
Air Quality Assessment	This considers the air quality considerations likely to arise from the development. Principally this concerns the implications of the development

in terms of traffic pollution. A base line is established and the impacts of traffic generated by the proposal is assessed and potential mitigation measures explored.

Pre-application consultation report	This Report summarises the pre-application consultation with the community carried out by the developer.
Planning Statement	Outlines the development proposal and assesses it against the current policy context. It concludes that the proposed development complies with the current planning policies.
Retail Assessment	Assesses the potential retail impact of the proposal against national and local development planning policies.
Transport Assessment	Assesses the impact of the development traffic on the surrounding local road network comparing existing and future traffic patterns. It summarises the Local and National Transport Policy aims with the objective of reducing reliance on travel by private vehicle, promoting social inclusion and improving health and wellbeing of the local community. It outlines the various transport modes that are currently available adjacent to the site and/or will be improved by the development.

It concludes that the proposed development is well located in relation to existing public transport and walking routes and the development will have a minimal impact on the operation of the surrounding road network.

ASSESSMENT:

This is a Major development under the terms of the Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009 as the gross floor space of the proposed buildings exceed 5000sqm and the area of the site is larger than 2 hectares. As a consequence the application has to be determined by the Planning Applications Committee.

Site location

The proposed development is for the erection of a Neighbourhood Commercial Centre (NCC) and associated access, parking and landscaping. The application site is approximately 3.55 hectares in area, occupying the westernmost half of the former Nestle factory on Glasgow Road in Barrhead. The entire factory site extended eastwards from Glasgow Road to the Levern Water. The factory buildings were demolished approximately ten years ago and the remainder of the site was cleared and levelled approximately 4 years ago. At this time Glasgow Road was upgraded and a new roundabout was constructed at the junction with Blackbyres Road. Currently one of the legs of the roundabout terminates at a gate in the application site.

The site is irregularly shaped, relatively level but there are some higher areas closer to Glasgow Road. Most of the site has been infilled using consolidated hard core or similar material sourced from the the demolished buildings. A small portion of the site on its north west corner is semi-natural grass land. A temporary informal access to the gardens known as the Water Works north of the site has been formed across this area. Part of the site at the north east corner protrudes towards the Levern Water and this is approximately 28m wide. This extends for approximately 100m towards the Levern Water and is effectively a wayleave associated with Scottish Water infrastructure.

Crossmill Industrial Park is situated to the south. The area on the west side of Glasgow Road south of Blackbyres Road is residential. North of Blackbyres Road is predominantly industrial/commercial in nature.

Proposed development

The proposed development is for the erection of a Neighbourhood Commercial Centre (NCC) and associated access, parking and landscaping. The development is to be accessed principally from the 4th leg of the roundabout on Glasgow Road. A road will run east to the boundary of the site across a distance of some 100m. It effectively splits the site with one third to the north and the remaining larger section to the south. A new smaller 4 leg roundabout will be constructed 30m into the site and north and south legs of this will serve these two areas of the proposed development. The carriageway of the eastern leg to the site boundary is narrower than the initial section from Glasgow Road.

The development will have a variety of uses. To the south of the road a drive thru restaurant and the main retail terrace is proposed. This drive thru is a broadly rectangular, single storey building, 12m wide and 26m long and 6m high. It is sited with its narrow side facing Glasgow Road. The front elevation faces south across car parking and its drive thru lane circles the building to the rear serveries. Wide landscaped verge areas provide separation from the main roads.

The retail terrace building, which is the largest element of the proposal, is sited to the south and east of the abovementioned drive thru and there is a large car park. It is a double height building ranging in height from 7.7m to 10m in an L-shape configuration. It is 130m long and runs north to south parallel to the eastern boundary of the site before making a right turn towards Glasgow Road for a distance of 85m.

The depth of this building varies due to the variety of uses proposed. This building is shown as accommodating seven units. These are identified as Units A to G. Units A and B are the largest anchor units sited at opposite ends of the L-shape block. Unit A occupies the majority of the shorter leg with Unit G. Unit B also has an external sales area at its north end approximately 30m long and 25m deep.

The proposed gross floor area of these retail units is as follows:

- UNIT A - 1900sqm.
- UNIT B - 1858sqm internal (with an additional outdoor sales area of 697sqm.)
- UNIT C - 929sqm.
- UNIT D - 139sqm.
- UNIT E - 186sqm.
- UNIT F - 139sqm.
- UNIT G - 232sqm.

The total gross floorspace (including outdoor/garden sales) is 6080sqm.

Operators of the two larger units have been confirmed. Unit A will be a new Lidl store which is to replace the existing Lidl store in Barrhead Town Centre. Unit B will be occupied by B&M Stores.

The occupiers of the other units have not been confirmed at this stage however the applicant indicates that they are suitable for a variety of uses such as Class 1 (retail), Class 2 (financial, professional or

other services), Class 3 (cafe/restaurant) or Sui Generis (public house or hot food takeaway for example).

Externally the building is proposed to be finished in a mix of materials such as composite panels, contrasting detailing elements with double height entrance features.

The Lidl unit is different in design with a more low profile design with different external finishes. It will also not have the feature entrances that are repeated in the other units. The main entrance of this unit is to be at the corner closest to Glasgow Road and recessed under a projecting canopy.

The parking area serving this part of the site has 290 spaces which includes accessible car parking, parent and child parking and limited staff parking. Provisions for cycle racks are also included.

There is an additional vehicular access point from Glasgow Road close to the entrance to the Lidl unit. This partly utilises the previous main entrance to the demolished factory. It is shown on the submitted drawings as an access only into the proposed development.

The service access for the L-shaped building is at the rear up to the site boundary. This will be accessed via a section of road that will be built to the edge of the site.

In the northern section of the site a second drive-thru and a public house/restaurant are proposed. The drive-thru is of a similar scale and design to the other drive-thru. It will be sited in a similar manner with its wider front elevation facing south and its narrow side facing Glasgow Road across a distance of some 22m. The drive thru lane will circle the building to the rear serveries.

The public house/restaurant is proposed further east across the main body of the car park that serves this part of the development. It is to be a combination of a single storey and two storey building and will have a more traditional appearance with pitched roofs and facing brick and render on the walls with tiles on the roof. This building is approximately 30m by 26m and 9m high. The upper floor will have an office/staff facilities as well as two flats for staff.

It will be set in its own enclosed area with enclosed external terraces and children's play area. The service area will be at the rear corner accessed off the eastern leg of the roundabout.

The submitted drawings also show a wide hard surfaced area in the extreme north west corner of the site to facilitate the formation of a permanent entrance feature to the Water Works gardens. In addition a separate ramped access is shown that will permit pedestrian access from the vicinity of the pub restaurant to the Water Works gardens.

Landscape setting for the development is detailed and some aspects of that have been designed to utilise existing features and materials. The existing stone wall treatment on the south side of the proposed main access from the roundabout will be repeated on the north side and will frame this wider public approach to the new main entrance to the Water Works gardens.

Scottish Planning Policy

Scottish Planning Policy on Promoting Town Centres emphasises that the planning system should apply a town centre first policy with Development Plans adopting a sequential town centre approach when planning for uses which generate significant footfall. This requires locations to be considered in the following order of preference: town centres (including city centres and local centres); edge of town centre; other commercial centres identified in the development plan; and out-of-centre locations that can be easily accessed by a choice of transport modes.

Scottish Planning Policy goes on to indicate that decisions on development proposals should have regard to the context provided by the network of centres identified in the development plan and the

sequential approach identified above. Where proposals in edge of town centre, commercial centre or out-of-town locations are contrary to the development plan, it is for applicants to demonstrate that more central options have been thoroughly assessed and the impact on existing town centres is acceptable.

Strategic Development Plan (approved July 2017)

The Strategic Development Plan (SDP) (Clydeplan) sets out the vision and spatial strategy for the Glasgow and the Clyde Valley city region. It sets out a vision for the region that by 2036 it will be a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people for people and reducing inequalities through the creation of place which maximises its economic, social and environmental assets ensuring it fulfils its potential as Scotland's foremost city region.

The SDP in accordance with National Policy supports the position of Town Centres first through the identification of Strategic Centres as listed in Schedule 2. Barrhead Town Centre is recognised as a Strategic Centre.

Schedule 14 lists development types and scales that are considered to be of a strategic scale and this proposal is considered to be a strategic scale development because of the proposed floor space and overall size of the site. As a consequence, it has to be assessed against Box 1 of Diagram 10 which considers whether the proposed development supports the Vision, Spatial Development Strategy and the Placemaking Policy. The proposed development is located within the existing urban area and in general terms is considered to support the Vision and Spatial Development Strategy of the SDP.

It also has to be considered if the proposal is an acceptable departure from the SDP using the criteria in Box 10 (Departures from the Strategic Development Plan). The criteria are:

- 1 makes a significant contribution to sustainable development particularly through enabling shift to sustainable travel modes and the contribution to carbon reduction;
- 2 provides significant net economic benefit including the need to accommodate inward investment that would otherwise be lost to the city region or Scotland;
- 3 responds to economic issues, challenges and opportunities, including the protection of jobs or the creation of a significant number of net additional permanent jobs to the city region;
- 4 meets a specific locational need;
- 5 protects, enhances and promotes natural and cultural heritage, including green infrastructure, landscape and the wider environment;
- 6 improves health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation; and,
- 7 supports the provision of digital connectivity in new developments and rural areas.

It is considered that the proposal in general accords with the criteria that are relevant to this proposal in that the development will contribute to sustainable development by using an accessible brownfield site and there will be economic improvements arising from the proposal.

Given the above it is considered that the proposal is an acceptable departure from the SDP.

The proposal also has to be assessed against the relevant policies of the adopted Local Development Plan. The policies that are considered relevant to the assessment of this development follow below.

Adopted East Renfrewshire Local Development Plan 2015

The following policies are considered relevant to the assessment of this proposal.

Strategic Policy 1: Development Strategy. This notes the strategy and confirms that the Council supports proposals that promote sustainable development contributing to the reduction in carbon emissions and are served by a variety of transport modes.

A two strand approach is outlined which firstly seeks to consolidate and regenerate urban centres and re-use brownfield land and secondly the master planned management of controlled growth.

The principle of Master Planning is developed further by Policy M1 and in the case of this application Policy M3.

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. An 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 M3 Strategic Development Opportunity (SDO) Shanks/Glasgow Road Barrhead. This policy is supported by the Barrhead North Development Framework 2014 which sets out the Master Planning approach. It states that development within the Shanks/Glasgow Road area of Barrhead, a designated regeneration area, will be permitted in accordance with Policy M1, to be defined further through the preparation of a master plan.

The master plan was prepared by the Council in partnership with landowners, developers and key agencies and adopted by the Council as Supplementary Planning Guidance.

In terms of Glasgow Road this policy confirms the aspiration to develop the following:

- Concentration of employment generating uses to the east of Glasgow Road, centred around the former Nestle factory site and the Bowerwalls business area to assist with the creation of a dynamic and competitive local economy, boost local jobs and improve inward investment opportunities
- Community/leisure facilities

The Barrhead North Masterplan Supplementary Planning Guidance (SPG) endorses this flexible approach and amplifies the opportunities behind it by outlining a list of uses that may be supported on this site:

- Neighbourhood Retail including food store (Class 1)
- Storage and distribution (Class 6)
- Business Premises (Class 2)
- Hotel (Class 7)
- Restaurant/Drive-thru restaurant (Class 3)
- Nursery/day centre (Class 10)
- Offices (class 4)
- Indoor or outdoor sports (Class 11)
- General Industrial (Class 5)
- Motor Trade Showroom (Sui Generis)

The site therefore forms a core component of the Barrhead North Master Plan under Policy M3 and its supporting SPG. The site presents a significant opportunity for a mixed use development that would

support a dynamic and competitive local economy providing local jobs and creating inward investment opportunities. The policy framework for development of this site takes a positive and flexible approach to delivering business and employment generating uses.

By way of background a Retail Capacity Assessment was carried out on behalf of the Council by Roderick MacLean Associates Ltd in 2014. This suggested that the site presented an opportunity for a new neighbourhood centre with a food store and other small non retail units that could serve the existing community and planned expansion of Barrhead. The report identified a capacity of up to about 1000sqm nett convenience space could potentially be supported. A range of uses were identified in the SPG, as listed above, including Neighbourhood Retail including food store (Class 1) and restaurant/drive-thru restaurant (Class 3) and the proposed development includes these. The mixed use nature of the proposal is therefore in principle generally acceptable as it accords with the aspirations in Policy M3 and the Barrhead North Master Plan SPG.

The development will also address localised dereliction and re-use of vacant derelict land on a main road in and out of Barrhead, and the site is served by various transport modes. The development is therefore considered to be at a sustainable location. The potential sensitivities of any retail development in terms of its impact on the viability of the existing Barrhead Town Centre was recognised in the Barrhead North Master Plan SPG. This however requires further assessment under Policy SG7 below.

The Barrhead North Master Plan SPG confirms that any proposal for retail including possible food store use would be subject to compliance with Policy SG7: Town and Neighbourhood Uses and Strategic Policy 2 of the LDP to ensure that there will be no significant individual or cumulative adverse impact on the vitality and viability of existing town and neighbourhood centres.

The application site is in an area specifically designated under Policy SG6.6 of the LDP as a safeguarded business and employment area. This policy confirms the Council will support a flexible approach to sustainable economic growth to meet the development needs of established and emerging employment sectors.

Policy SG6 indicates the Council seeks to safeguard business and employment areas listed in Schedule 12. This site is listed in this schedule. The Council will in association with the local business community and other relevant agencies seek to enhance the quality of existing employment areas.

Policy SG6 goes on to indicate the Council will support the development of employment generating uses at the locations listed in Schedule 13. This site is again listed in this schedule. New employment areas will be a core component of the master plans.

It is acknowledged that the development will create a significant number of full-time jobs which has been indicated by the applicant to be in the region of 150 to 200. Jobs and contributions to the local economy will also be generated over the construction phase although it is considered that this will be a short term impact.

The Council's Economic Development team welcomes the proposal in terms of jobs creation. As the site sits adjacent to Dunterlie and near to Dovecothall, which have some of the highest levels of deprivation in East Renfrewshire, local residents could be able to access employment opportunities in their own area and within walking distance in some cases. The Council's Economic Development team has indicated they will work closely with local residents and community groups to ensure that they are supported in achieving the opportunity of employment or skills development where possible.

Economic Development will also work closely with the Council's corporate procurement service and contractors so that community benefits are maximised. These are positive benefits of the proposal.

The employment generating aspects of this proposal can also be considered complementary to the further potential for business and employment areas on the remainder of the site covered by Policy SG6 of the adopted LDP as well as a potential catalyst for further regeneration in the area.

This proposal also includes provision for a pub/restaurant and drive-thru restaurants. These element of the proposal can also be considered complementary to the economic development designation of the site and will provide additional employment.

Strategic Policy 2: Assessment of Development Proposals. This sets out the main assessment criteria for larger significant development proposals. These range across a number of matters and the most relevant to this application are considered to be:

- The demonstration of a sequential approach (also see policy SG7 below);
- Community and economic benefits;
- 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;
- 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;
- 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;
- The suitability of proposals when assessed against any relevant Adopted Supplementary Planning Guidance.

The applicant considers that the site is allocated for this type of mixed use proposal. This on strict terms is not entirely correct. The site is identified in the LDP as covered by Policy SG6 and is listed in Schedule 12 as a safeguarded business and employment area. The Council acknowledges however that a flexible approach is required in that other uses have employment potential and these will be considered subject to an assessment of their impact on established town and neighbourhood centres. As indicated above the Barrhead North Masterplan Supplementary Planning Guidance (SPG) endorses this flexible approach and lists a variety of uses that may be acceptable at this site which are included in the proposed development.

The applicant has indicated that principally due to its scale there is no suitable site in or adjacent to Barrhead Town Centre for the proposed development (see Policy SG7 below).

The applicant considers the community and economic benefits are principally addressed by the new employment opportunities and the re-use of a brownfield site.

The transport impact has been assessed and found to be acceptable and the Council's Roads Service has not objected to the impact of the development on the roads network.

Assessments have been submitted to address noise, air quality and flood impacts. The proposal is therefore considered to accord with the relevant criteria in Strategic Policy 2.

The applicant has considered the impact the proposal may have on the existing town centre of Barrhead through the submission of a Retail Impact Assessment (see Policy SG7 below).

Strategic Policy 3: Development Contributions. This indicates the Council wishes to secure community infrastructure and environmental benefits arising from new developments to mitigate their impacts.

This applicant initially considered that the potential job creation and inward investment aspects of the proposal were sufficient to meet the terms of the policy.

It was determined however that a level of on site mitigation was required in order to improve access and links with the green network, as the Council firmly believes that new development should not adversely impact upon existing levels of service provision, infrastructure, or the quality of the environment. The related Supplementary Planning Guidance on Developer Contributions advises that new developments which individually or cumulatively generate a requirement for new or increased infrastructure or services, will be required to deliver, or contribute towards the provision of, supporting services, facilities and enhancement of the environment. This is to ensure that the costs of such required mitigation is funded by the development and not the general public.

This matter has been discussed with the applicant and alterations have been introduced to the proposal in an attempt to provide mitigation on the site and address the terms of this policy. Principally the mitigation works are concentrated in the northern part of the site in respect of the relationship of the development with the Water Works gardens, and include a new feature entrance way to the Water Works, a new entrance road for the water works from the main road, a new path down to the Levern water and the provision of new hedging. These on site mitigation measures are considered to adequately address the requirements of this policy.

Policy D1 refers to all forms of development and includes a number of criteria for assessing development proposals in order that it is well designed and sympathetic to the local area and demonstrates that a number of criteria have been considered, and where appropriate, met.

The relevant criteria in this case are considered to be: 1) the development should not result in a significant loss of character or amenity to the 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; 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; 9) parking and access requirements of the Council should be met to minimise the impact of the new development; 13) the consideration of former mining legacy issues.

The proposal is not considered to result in a significant loss of character to the surrounding area. As discussed the site has been vacant/derelict for some time. The level of dereliction is localised and some landscaping elements have been introduced but visually the frontage detracts from the area. The proposed development will address this aspect directly.

The buildings are generally set back from the main road and this siting combined with the overall design of the various elements are considered acceptable.

Landscaping helps provide a setting for the development. Further updated proposals would be sought and this can be addressed by a planning condition if approved.

In terms of the relationship to green networks adequate connectivity is now included with new improved pedestrian linkages across the site.

Policy SG7: Town and Neighbourhood Centre Uses. This policy confirms the Council's position in supporting and maintaining existing town and neighbourhood centres as the main retail and leisure centres serving the two primary catchment areas in East Renfrewshire. The specific criteria for the consideration of proposals for such uses outwith existing centres require the following to be addressed/demonstrated:

- A sequential approach to site selection has been followed. Proposals must demonstrate why more sequentially preferable sites have been discounted as unsuitable or unavailable;
- There will be no significant individual or cumulative adverse impact on the vitality and viability of any town and neighbourhood centre;
- The proposal will help to meet identifiable qualitative and quantitative deficiencies in existing provision; and

- The proposal is of scale which is commensurate with the size of the local community.

In terms of the matter of a sequential approach this has been considered in the planning statement submitted by the applicant. However the nature of Barrhead Town Centre itself is such that the potential options for additional commercial/retail development are limited. For example there are no existing units large enough to allow B&M to be sited in the town centre.

In terms of the impact on Barrhead Town Centre the application is accompanied by a Retail Impact Assessment (RIA). This RIA has been altered/updated since first submitted in May 2018.

In May 2018 the RIA referred to the initial proposal of 8 retail units, 3 of which included floor space in mezzanine floors. The proposed nett convenience floor area in that proposal was 2231sqm. The mezzanine levels were subsequently removed from the proposal and the proposed nett convenience floor area is now 1693sqm.

The most recent change to the RIA was in May this year. This was as a result of formal confirmation of Unit A as a new Lidl store (with the existing Lidl store in Barrhead will close/be marketed) and B&M occupying Unit B. The RIA was also changed as concerns grew with regard to the scale of the retailing element of the proposal and nett convenience floor space in particular. It was suggested to the applicant in February this year to reduce this element by removing Unit C from the proposal however that advice was not adopted. The applicant has indicated that Unit C would suit a Class 1 retail unit that would suit comparison (general or bulky) goods or a mixed good retailer. The figures given in the RIA indicates that there is to be 650sqm nett floor space of which 410sqm is to be given over to comparison goods.

The applicant now proposes a commitment to alter internal floor allocations of the proposed units to provide a nett convenience floor space provision of 1693sqm. This equates to a drop of 25% from an initial proposal of 2231sqm. The proposed development has total a gross floor space (including outdoor/garden sales) of 6080sqm with nett convenience (food) floor space of 1693sqm. Barrhead Town Centre currently provides an estimated 5205sqm of nett convenience floor space. The proposed nett convenience floor space in the development equates to 33% of the nett convenience floor space of the existing town centre.

The latest RIA now proposes a more restrained nett convenience floor space in the same buildings that were proposed in August 2019. The gross floor space of the retail part of the proposal is unchanged at 6080sqm.

The applicant's RIA now considers that the direct retail impact on Barrhead Town Centre, attributable to the development estimated on a potential operational date for the proposal in 2022, will be a loss of (-12% all goods, -12 % convenience, -5% Comparison). In essence the proposal will mean that there will be a 12% loss of turnover to Barrhead Town Centre as a consequence of the proposed development. However it should be noted that the 12.1% impact includes the impact on the existing Lidl store, and therefore the impact on the town centre is less.

When considering the impact of the development on Barrhead Town Centre the main policy areas that the proposal requires to be assessed against are Policy M3 and its associated Masterplan SPG and Policy SG7. The fundamental consideration is the scale of the proposals and the impact on Barrhead Town Centre.

Further retail analysis was commissioned by the Council to consider the merits of the proposal in light of both the most recent proposals and the most up to date range of information sources available, (including population changes, changes in retail trends, etc) and consistent consideration of the methodologies used to inform the associated (RIA's).

The key points of the RIA submitted by the applicant are:

- Direct Impact (2022) - on Barrhead Town Centre (-12% all goods, -12 % convenience, -5% Comparison) (as indicated above the impact however includes the impact on the existing Lidl store, and therefore the impact on the town centre is less).
- Cumulative Impact (2022) - on Barrhead Town Centre (-8% all goods, -8% convenience, 0% Comparison)
- Impacts on other centres were considered and were not considered to have any appreciable significance

The proposal (3904sqm Nett Floor Area of which approximately 1700sqm is convenience floorspace) whilst in excess of what the Barrhead North SPG identified (i.e. in the order of 1000sqm convenience Nett Floor Area), it provides elements of (ie comparison and services provision) which can be considered to 'claw back' considerable leaked expenditure to other centres. As such this can be considered a positive aspect for the population within the Barrhead catchment. Reference was also made to the relatively low vacancy rate within Barrhead, compared to nationally which is acknowledged. The conclusion of the applicant being that the proposed development would not significantly adversely affect vitality or viability of Barrhead Town Centre or any other centre and is within acceptable parameters under Policy SG7.

A retail consultant was commissioned by the Council to independently consider the proposal. The fundamental conclusions of this study, especially in relation to the convenience shopping, is the matter of potential spare retail capacity i.e. the level of new retail development that can be accommodated without threatening the vitality and viability of established town centres. This study/assessment identified:

- Lower population forecasts;
- Consequent lower residents convenience expenditure;
- Lower actual catchment turnover;
- Much higher turnover (average levels) resulting in under trading (-21%) (this is considerably higher than the 1.5% figure from the 2014 study); and
- Negative spare convenience capacity.

Combining all these elements together this draws attention to there being negative spare convenience capacity (2020). As a consequence there appears to be only limited scope for convenience floor space development at Glasgow Road. The outcomes and recommendations of this study/assessment in effect also supersedes the advice and recommendations provided in the 2014 RCA.

This study/assessment compared 2020 and 2023 impacts. Overall the impact (convenience) on Barrhead Town Centre was taken to be 39% compared to eth consultant's estimate of "national average" trading levels, with individual outlets ranging from 28% to 29% compared to "national average". This is a significant impact and well above the generally accepted 20% threshold. However, as indicated below there are elements of the proposal that do fall within acceptable parameters.

It should be noted there is significant divergence on the approaches taken and the conclusions reached within the two assessments with regard to potential impacts on Barrhead Town Centre. Important differences in approach include concepts such as: under trading; population forecasts; and resultant available expenditure.

Although the Barrhead North SPG refers to a precise limit of convenience floor space based on a retail capacity study, it is important to recognise it is more reliable to consider the potential available expenditure to support new retail rather than a specific floor space figure. This is because, amongst a range of factors, different convenience retailers will trade at very different sales densities and achieve higher (or lower) turnover from the same amount of floor space. In addition, uncertainties with other

factors, such as expenditure inflows and outflows and the ability to claw back expenditure leakage, indicates that potential expenditure capacity should be considered as indicative of the potential for new retail development rather than providing a precise figure or limitation. Therefore, when considering retail capacity, both in terms of floor space and available expenditure, this should be treated as broad guidance only.

Both assessments refer to the health of the Town Centre. Again there is difference between the 2 assessments. The applicant's RIA supports a more positive position when compared to the assessment carried out for the Council and identifies 4 vacant units (in 2019) or (4.6%) which generally accords with the 2016 Town Centre Audit which identified an overall commercial unit vacancy of 6%. This is particularly low in comparison to other similar towns and has been a consistent trait within Barrhead for some time. The comparison retail offer in the town centre is though limited.

The Barrhead regeneration project has also provided significant public sector investment in the town centre resulting in increased vitality and vibrancy. This has resulted in a rejuvenated town centre with modern facilities. Based upon this evidence it is questionable whether the level of under trading is as significant as set out in the assessment carried out for the Council.

This assessment develops the approach which informed the Barrhead North Master Plan SPG. The population projections provided are in line with population estimates from the National Records of Scotland, and as detailed in the Council's 'Planning for East Renfrewshire' document which informs how the whole range of Council services are designed. These population figures are approximately 5% lower than the applicant's for the catchment area.

However, it should also be acknowledged that the 2014 retail capacity study, population estimates and resultant expenditure capacity, were refined further through identification of planned housing allocations, which lie within the Barrhead Catchment area, as identified within the LDP and related Housing Land Audit's. Neither of the assessments have added this refinement. The 2019 Housing Land Audit identifies 1614 new houses programmed up to 2031, some of which are within close proximity to the application site. Factoring in these additional houses could potentially result in a greater catchment population and in turn increased local expenditure (both convenience and comparison) that could be utilised within both the Town Centre and this location. To provide some context on what this means, using the Council's consultant's figures on populations and available expenditure, this could mean in an additional circa £7.5M of available convenience expenditure for convenience goods within the catchment area as well as additional comparison expenditure.

There are also a number of additional considerations which are pertinent in relation to this proposal. It is recognised that the existing Lidl store within Barrhead Town Centre is an older store and does not offer the range of modern contemporary facilities which are the norm for such a retailer. The provision of a new store with associated facilities will enhance the offer available within the Barrhead catchment and in particular at this location. The location would be accessible by foot to a number of local communities.

Both retail impact assessments identify that there is considerable comparison expenditure lost from the Barrhead catchment. The commitment of (Lidl and B&M) operators, would thus enable the potential to claw-back considerable expenditure, which is currently lost. Furthermore, the former Lidl site also offers the potential to be utilised for an alternative retail use within the Town Centre which could help offset some of the perceived impacts. Whilst these would have an impact upon the Town Centre, the replacement of an old store (Lidl), albeit out with Barrhead Town Centre but within Barrhead, with provision of a new modern store, would undeniably be beneficial to the Barrhead catchment area.

The drive-thru and service elements within the proposal, not currently or practically available within Barrhead Town Centre, can also be considered an asset to the population of Barrhead and surrounding areas.

It is also worth noting that discussions with the applicant have resulted in most of the non-retail elements of concern being refined and amended to generally enhance the proposal, such as additional access and linkages to active travel, greenspace assets etc. It is important that active travel networks are provided/enhanced to ensure ease of access to the site for local communities.

It is also recognised the significant economic benefits that the proposal will bring to Barrhead and the associated job creation that will result, especially in a locality of high deprivation and unemployment levels.

Notwithstanding the positive aspects, as outlined above, there should also be recognition that there will inherently be an impact, from this proposal on Barrhead Town Centre, and in that context, consideration against Policy SG7 is pivotal. Consideration needs to be given as to whether the whole or certain aspects of the proposals are within acceptable parameters given the considerations outlined above.

Whilst the 2 confirmed retailers (Lidl and B&M) (Units A & B), would have an impact on Barrhead Town Centre these may be considered to be within tolerable parameters and would not be considered to have a significant individual or cumulative adverse impact on the vitality and viability on Barrhead Town Centre. It is recognised that the economic benefits that these proposals will bring to Barrhead and the associated job creation that will result, along with the remediation and re-use of derelict brownfield land is positive.

Unit C and the other smaller units, which also are identified as providing further convenience floor space could result in increased impacts on the convenience offer provided by Barrhead Town Centre. There is no known operator for these units. It is recognised though that the take up of Unit C by a national retailer would be a positive for the proposal and the wider Barrhead catchment, however, there remains concern over the convenience floor space that this unit could provide. If the development is approved it is considered that this is required to be addressed through a planning condition to limit the overall amount of convenience space within the development to the amount applied for and assessed with the Retail Impact Assessment ie 1693sqm.

Furthermore, the role and function of a Neighbourhood Centre is to serve its immediate locality, whereas this proposal will serve a much wider catchment. The proposal is also of greater scale than was intended through the master planning process, particularly the level of convenience floor space.

It is also worth noting that discussions with the applicant have resulted in most of the non-retail elements of concern being refined and amended to generally enhance the proposal, such as additional access and linkages to active travel, greenspace assets etc. It is important that active travel networks are provided/enhanced to ensure ease of access to the site for local communities.

It should be noted the Council is keen to ensure that there are opportunities for local employment and to assist in maximising job opportunities for local people. If the application was to be supported the Council work in partnership with the developer and subsequent operators to support residents in achieving employment and skills development where possible.

Given all of the above and taking a balanced view of the benefits the proposed development is considered to bring positive aspects such as the redevelopment of derelict land and significant new job opportunities to Barrhead and it is considered the proposal will not significantly adversely affect the vitality and viability of Barrhead Town Centre.

Proposed Local Development Plan 2 (LDP2)

The Proposed Local Development Plan 2 (LDP2) is a material consideration and with regard to this planning application, the relevant policies are considered to be Strategic Policy 1, Strategic Policy 2,

Policies M1 and M3 and Policies D1, D4, and D8, SG 5 and 6. The aforementioned policies largely reflect the adopted Local Development Plan policies.

The equivalent of the following two policies are however not in the adopted LDP.

Strategic Policy 3: City Deal confirms the Council's position to implement the city deal strategic infrastructure proposal listed in Schedule 1. The redevelopment of the former Nestle factory is listed as a mixed use retail (neighbourhood centre)/commercial/economic development (Policy M3 Barrhead North SDO – Glasgow Road East).

Policy D11 relates to the roll out of electric charging infrastructure. It states that in major developments, including employment, community or retail proposals should accommodate electric vehicle charging points within car parks. Charging points are not shown on the submitted drawings however this can be attached as a condition if planning permission is approved.

Supporting reports

The supporting reports from the applicant have been considered as follows:

The Traffic Assessment considers that the number of journeys predicted to the proposed development can be accommodated by the existing network. The availability of transport modes other than private car has also been noted.

The Drainage and Water Management Strategy for the development outlines the existing infrastructure on site and its immediate context. This is mainly a combined sewer network with limited surface water outflows to the Levern Water. Elements of this were associated with the former use.

The strategy anticipates that the proposed development will utilise this existing combined sewer network for foul discharge. An existing combined sewer that traverses the site in a direct run will be diverted/redesigned in run that relates to the internal road layout of the proposed development.

Surface Water will be managed by a new separate surface water system which will extend to the provision of attenuation storage at two locations.

Full details of these drainage arrangements have not been submitted by the applicant however they would be sought by means of a condition if planning permission was approved.

Potential flood risk to the development is assessed. The proposed finished ground levels of the site are almost 2m higher than the maximum flood level AOD, as defined by the Barrhead Development Area Flood Risk Assessment published in 2008. It is estimated that the development will not be exposed to flood risk nor contribute to such incidences downstream. SEPA has considered this and has not raised any concerns with the conclusions.

The Mining and Geotechnical Commentary identifies any potential contamination issues that will require mitigation.

It is noted that large areas of the site are formed by made up ground with elevated concentrations of metals. This will necessitate the upgrading of water supply pipes. Phytotoxic existing made ground fill material will be removed. A capping layer with a clean layer of top/sub-soil will be required in the soft landscaped areas. Water supply pipes will need to conform to the requirements of barrier pipes to go through this sub-layer.

Potentially leachable metals and higher elevations of ammonium have been noted. However, remedial measures are not considered necessary in relation to human health safeguards, or to protect the water environment. No asbestos has been noted. Radon gas risk surveys are required.

The commentary considers there is no requirement for gas protection measures, although further gas monitoring will be undertaken, at the appropriate time, to reinforce this view.

Topsoil excavated on site will be kept on site wherever possible.

The commentary notes that it is intended to keep all surplus materials arising from excavations on site and where possible and advises that margins of land around the site should be utilise to accommodate this material.

The Council's Environmental Health Service is generally satisfied with the finding of this commentary.

The drainage and water strategy for the development outlines the existing infrastructure on site and its immediate context. This is mainly a combined sewer network with limited surface water outflows to the Levern Water. Elements of this were associated with the former use.

The strategy anticipates that the proposed development will utilise this existing combined sewer network for foul discharge. An existing combined sewer that traverses the site in a direct run will be diverted/redesigned in run that relates to the internal road layout of the proposed development.

Surface Water will be managed by a new separate surface water system which will extend to the provision of attenuation storage at two locations

Full details of these drainage arrangements have not been submitted but could be sought by means of a condition if planning permission were to be approved.

Potential flood risk to the development is assessed. The proposed finished ground levels of the site are almost 2m higher than the maximum flood level AOD, as defined by the Barrhead Development Area Flood Risk Assessment published in 2008.

It estimated that the development will not be exposed to flood risk nor contribute to such incidences downstream.

SEPA has considered this and has not raised any concerns with the conclusions.

Elevated concentrations of metals are noted within the fill material (made ground – generally site wide) which will impact on the potential phytotoxic effects of the prevailing soils and specification of water supply pipes.

Leachate tests confirm some of the metals to be potentially leachable and tests on the ground water have identified elevated concentrations of ammonium in locations; namely, and to a lesser degree at the soil/rock interface, but more pronounced within the superficial soils.

Remedial measures are not considered necessary in relation to human health safeguards, or to protect the water environment.

It is recommended that a clean layer of top soil/sub-soil for areas of soft landscaping to encapsulate the phytotoxic fill materials, whilst water supply pipes will need to conform to the requirements of barrier pipes.

A provision of 600mm inert capping layer over the fill material within soft landscaped areas has been assumed. The capping layer will comprise subsoil and topsoil as directed by the Landscape Consultant.

Consultations

The Council's Roads Service has offered comment on this application on several occasions over the course of its consideration. They have also considered the transport impact information and are satisfied with the conclusions. The level of parking is considered acceptable and the arrangement of service and utility areas for the proposed mix of uses is adequate. They note that there is a reduction in the standard of finish of the through road beyond the new internal roundabout. They acknowledge this may have implications for the development of the remainder of the Master Plan area beyond the application site towards the Levern Water, but have not objected to that aspect. The proposed access is considered to be wide enough to create an access to the land beyond and this matter will be considered in a separate agreement outwith the planning application.

The Roads Service has also noted from the Drainage and Water Management Strategy and Flood Risk Assessment information that there is no risk of the site flooding as the proposed ground level of the development will be above the maximum flood water level.

Finally, they advise that the surface water run-off from the site is to be limited to the 2 year Greenfield run-off rate. This must not exceed 8 litres/second/hectare. This aspect will require the submission of a Sustainable Urban Drainage Scheme from the developers. This can be secured by means of a condition if planning permission is approved.

The Council's Environmental Service has also confirmed they have no significant areas of concern. They are satisfied that matters of noise and air quality impact are sufficiently assessed. They remain cautious however and recognise that given the mixed use nature of the proposal there is the potential for noise complaints of car doors slamming, burglar alarms, etc. These are not matters that can be controlled through conditions on a planning permission and should complaints be received these will have to be investigated separately by Environmental Health. It is however competent to have planning conditions that restrict noise levels from items such as air conditioning units and to restrict opening times.

The matter of the impact of gas monitoring and the presence of radon gas on site will require to be addressed by means of conditions if approved.

The Coal Authority having initially objected to the proposal have subject to the attachment of a condition revised that position. The condition is to secure a report on legacy mining issues on the site detailing the findings of the works carried out to establish if the mine entry is present in the external areas in the southern part of the site. Any remedial works and/or mitigation measures identified as being necessary, as a consequence of the works in this area, should be implemented prior to this part of the development being taken into operational use.

SEPA was also initially concerned and objected to the proposed development. The objection was based on flood risk. However having received additional information from the applicant that position has been revised and the objection withdrawn. They have however expressed some concern on the aspect of impacts on air quality in the locale.

Scottish Water has advised that they have no objection to the proposal and that there is sufficient capacity in both water supply and drainage networks for the proposed development. They confirm that a Water Impact Assessment and a Drainage Impact Assessment will be required to be submitted and approved by them.

If planning permission is approved, an advisory to this effect can be attached recommending the developer contact Scottish Water.

Representations

It is considered that the grounds of objections that are summarised earlier in this report have been considered in the assessment above.

Overall conclusion

The development is a mixed use proposal that re-develops a large derelict brownfield site on a main road into and out of Barrhead. The site has been vacant for many years and it's re-use could be a catalyst for further regeneration in the area.

The proposal will also deliver retail, commercial, pub/restaurant and drive thru facilities that are currently lacking in Barrhead and therefore encouraged in a range of policies and supporting Master Plan mechanisms. Additional community benefits are also brought forward in connection to the Water Works gardens.

It is considered that Barrhead Town Centre is vibrant with very low vacancy rates. There will also be an increase in population as a result of the new house building at Barrhead South and at Blackbyres Road and the proposed development will serve these new communities that are within relatively short travel distances. The proposed development will also serve the existing communities in Barrhead and reverse the leakage in comparison shopping. The development will complement the existing retailing available in the town centre. There will also be positive outcomes through job creation during construction, construction-related, supply chain and end use jobs.

The retail part of the proposal will have an impact on Barrhead Town Centre. However, this is on balance considered to be not significant in terms of Policy SG7 and will not significantly adversely affect the vitality and viability of the town centre. This would comply with the Council's position to protect Barrhead Town Centre under Strategic Policy 3, Policies M3 and SG7 of the adopted Local Development Plan.

RECOMMENDATION: Approve subject to conditions

PLANNING OBLIGATIONS: None.

CONDITIONS:

1. 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 unless agreed in writing by the planning authority.

Reason: In order to ensure a properly programmed development.

2. 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 unless agreed in writing by the planning authority.

Reason: To ensure the development is acceptable in appearance.

3. 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 unless agreed in writing by the planning authority.

Reason: To ensure the development is acceptable in appearance.

4. Development shall not commence until a scheme of hard and soft landscaping works has been submitted to and approved in writing by the planning authority. Details of the scheme shall include (as appropriate):-
- i) Details of any earth mounding, hard landscaping, grass seeding and turfing;
 - ii) A scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted;
 - iii) Other structures such as street furniture;
 - iv) Details of the phasing of the landscaping works;
 - v) Proposed levels; and
 - vi) Schedule of maintenance.

Thereafter the landscaping works shall be fully implemented as approved unless agreed in writing by the planning authority.

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

5. 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 8 litres per second per hectare. Thereafter the surface water management details shall fully be implemented as approved.

Reason: In the interests of sustainable development.

6. 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.

7. 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.

8. Development shall not commence until details of all external lighting (including details of the lighting units, the angle and intensity of illumination and hours of operation) have been submitted to and approved in writing by the planning authority. Thereafter the lighting shall be implemented as approved unless agreed in writing by the planning authority.

Reason: In order to ensure that the lighting is acceptable at this location and to protect the amenity of the surrounding area.

9. Noise from the proposed development and any associated equipment shall not exceed residential Noise Rating Curve 25 (as described in BS 8233 2014) between the hours of 2300 and 0700 and NR Curve 35 between 0700 and 2300 hrs, as measured from any neighbouring residential property.

Reason: To prevent noise nuisance to the surrounding area.

10. Prior to the opening of any premises serving food, exact details and specification of all ventilation and extraction systems, together with details of their maintenance, to serve the premises in question shall be submitted to and approved in writing by the planning authority. Thereafter the approved details shall be fully implemented prior to the premises in question first opening and retained and maintained according to the approved details in perpetuity.

Reason: To protect local residents from nuisance resulting from cooking odours.

11. Development shall not commence until a report on further gas monitoring within the south-western corner of the site and a Radon gas check desk study (both as identified in the submitted Mining and Geotechnical Commentary) has been submitted to and approved in writing by the planning authority. Any remediation or mitigation measures that are identified as being required shall be fully implemented on site unless agreed in advance in writing by the planning authority.

Reason: In the interests of public health.

12. Development shall not commence until a report has been submitted for the approval in writing of the planning authority of the findings of the works carried out to establish if the mine entry is present in the external areas in the southern part of the site. Any remedial works and/or mitigation measures identified as being necessary, as a consequence of the works in this area, shall be implemented prior to this part of the development being taken into operational use.

Reason: In the interests of safety.

13. For the avoidance of doubt the visibility splay at internal junctions shall be 2.5m x 25m in both the primary and secondary directions with no interference within the splay above a height of 1.05m.

Reason: In the interests of roads safety.

14. For the avoidance of doubt a Low Bridge warning sign will be required to be installed at the exit to the retail park to warn drivers of high sided vehicles not to proceed along Blackbyres Road. Development shall not commence until details and the location of this sign are submitted for the approval in writing by the planning authority. The approved sign shall be displayed before any of the units become operational and thereafter shall be retained in position.

Reason: In the interests of roads safety.

15. Development shall not commence until details and the location of electric vehicle charging points have been submitted to and approved in writing by the planning authority. Thereafter the approved charging points shall be available for use no later than when the first premises in the development is open for business.

Reason: In the interests of sustainable development.

16. For the avoidance of doubt a maximum of 1693sqm of convenience retail floor space is permitted to be occupied within the entire development. Details of the convenience retail floor

space shall be submitted to and approved by the planning authority prior to the occupancy of each and every unit.

Reason: In order to ensure that Barrhead Town Centre is not adversely affected by the proposed development.

ADDITIONAL NOTES:

The applicant/developer is reminded to contact East Renfrewshire Council Roads Service regarding a Construction Consent (S21) and a Roads Opening Permit (S56) under the Roads (Scotland) Act 1984.

The applicant/developer 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 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.

Any waste materials imported to the site during construction must be stored and used only in accordance with a waste management licence or exemption under the Waste Management Licensing (Scotland) Regulations 2011. Similarly, any waste materials removed from the site must be disposed of at a suitably licensed or exempt waste management facility in accordance with these Regulations.

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.

Suitable arrangements should be made for the safe storage and disposal of waste arising from the business activities.

The applicant/developer should contact East Renfrewshire Environmental Health Service prior to commencing any work on the food units within the development to ensure that the premises will comply with relevant food hygiene and health and safety requirements. The business requires to register 28 days prior to commencing business.

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

ADDED VALUE:

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.

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.

BACKGROUND PAPERS:

Further information on background papers can be obtained from Gillian McCarney

Ref. No.: 2018/0302/TP
(GMcC)

DATE: 17th June 2020

DIRECTOR OF ENVIRONMENT

Reference: 2018/0302/TP - Appendix 1

DEVELOPMENT PLAN:

Strategic Development Plan

Scottish Planning Policy on Promoting Town Centre indicates that planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres. The planning system should: apply a town centre first policy when planning for uses which attract significant numbers of people, including retail and commercial leisure, offices, community and cultural facilities; encourage a mix of uses in town centres to support their vibrancy, vitality and viability throughout the day and into the evening; ensure development plans, decision-making and monitoring support successful town centres; and consider opportunities for promoting residential use within town centres where this fits with local need and demand.

Adopted East Renfrewshire Local Development Plan

Strategic Policy 1

Development Strategy

The Council supports proposals that promote sustainable development, contribute to the reduction of carbon emissions and are served by a choice of transport modes including public transport. Proposals will be supported where they provide positive economic, environmental and social benefits to the area and meet the needs of the community up to 2025 and beyond. All proposals are required to comply with the key aim and objectives of the Plan.

The Council supports a complementary two strand approach to development as follows:

1. Regeneration and consolidation of urban areas with an emphasis on developing Brownfield and vacant sites alongside the continued protection and enhancement of the green belt and countryside around towns and the green network;
2. Controlled Growth to be master planned and directed to the following locations:
 - a. Urban Expansion:
 - i. Malletsheugh/Maidenhill Newton Mearns Strategic Development Opportunity (Policy M2.1);
 - ii. Barrhead South - Springhill, Springfield, Lyoncross Strategic Development Opportunity (Policy M2.2); and
 - b. A major regeneration proposal Strategic Development Opportunity at Glasgow Road/Shanks Park, Barrhead (Policy M3).

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.

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 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 M3

Strategic Development Opportunity - Shanks/Glasgow Road Barrhead

Development within Shanks/Glasgow Road area of Barrhead as defined on the Proposals Map will be permitted in accordance with Policy M1, to be defined further through the preparation of a 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 the master plan to ensure a co-ordinated approach to delivery.

Former Shanks industrial site:

Mixed housing comprising a range of house types and tenures including affordable phased to deliver approximately 400 housing units by 2025;
Implementation of an appropriate remediation strategy to address any contamination of the Shanks site;

Promotion of temporary and advanced greening of Shanks to improve the environmental quality of derelict and contaminated sites and bring them back into productive use; and
Community/leisure facilities.

Glasgow Road:

Concentration of employment generating uses to the east of Glasgow Road, centred around the former Nestle factory site and the Bowerwalls business area to assist with the creation of a dynamic and competitive local economy, boost local jobs and improve inward investment opportunities;

Community/leisure facilities;

Release of smaller scale sites along Glasgow Road for housing development opportunities:

Blackbyres Court - 15 housing units phased by 2025; and

North Darnley Road - 60 housing units phased beyond 2025.

Grahamston Road/Blackbyres Road:

Redevelopment for employment use with limited enabling residential development of approximately 35 units. The residential development offers potential for "live-work" units. Exceptionally, development in this area will be permitted to progress prior to the adoption of the master plan subject to there being no prejudice to providing improved connections to the surrounding road network.

Provision for a sustainable linked transport strategy comprising:

Public transport upgrades; and

Improved connections to surrounding road network.

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 E4

Flooding

At all times, avoidance will be the first principle of flood risk management. Development which could be at significant risk from flooding, and/or could increase flood risk elsewhere will be resisted. A flood risk assessment taking account of climate change will be required for any development within the Scottish Environment Protection Agency functional flood plain.

Development that will reduce the likely incidences of flooding or vulnerability to flooding will be supported subject to compliance with other policies of the Plan.

There will be a presumption against development within functional flood plains. The functional flood plain equates to the 'medium to high risk' category. Water attenuation areas are designed to reduce the incidence of flooding in other locations and there will be a presumption against development within these areas. The Council will resist development within areas that are at risk of flooding, in accordance with the risk framework contained in Scottish Planning Policy.

Infrastructure developments may be permitted in areas of flood risk in the circumstances, and subject to the requirements, set out in the flood risk framework in Scottish Planning Policy.

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 SG7

Town and Neighbourhood Centre Uses

The town and neighbourhood centres, as shown on the Proposals Map and listed in Schedule 14, will be the focus for new retail (Class 1 use), leisure, community, residential, and other relevant, complementary uses in accordance with the sequential approach to site selection. Proposals will be supported where of an appropriate scale and design quality, in order to contribute to the quality of the environment and the role and function of the centre.

Proposals for change of use away from retail within these centres require to comply with Policy SG9.

Proposals for new retail (Class 1 use) and leisure development outwith the town and neighbourhood centres will be assessed against Strategic Policy 2 and the following criteria:

A sequential approach to site selection has been followed. Proposals must demonstrate why more sequentially preferable sites have been discounted as unsuitable or unavailable;

There will be no significant individual or cumulative adverse impact on the vitality and viability of any town and neighbourhood centre;

The proposal will help to meet identifiable qualitative and quantitative deficiencies in existing provision; and

The proposal is of scale which is commensurate with the size of the local community

Policy SG10

Sustainable Transport Network

The Council will support a sustainable and integrated transport system that supports the economy and meets the development needs of the area through to 2025 and beyond, by facilitating efficient movement of people and goods within the area. Opportunities for improving the walking and cycling network, public transport and the health benefits of proposals will be key components of the master plans.

The Council seeks to direct new developments to locations which promote a choice between transport modes to reduce the overall need to travel and reliance on the private car.

Proposals should:

Ensure the required upgrades to infrastructure resulting from development are provided (Strategic Policy 3);

Safeguard the existing and proposed transportation infrastructure from development that could prejudice its ability to function. In particular the Glasgow Southern Orbital and M77 will be reserved as transport corridors;

Ensure new development is designed to prioritise accessibility, safety and sustainable modes of travel through a choice of walking, cycling and public transport and are integrated as part of the green and core path networks (see Policy D4);

Ensure walking and cycling enhancements by improving community links and utilising and maximising the existing networks;

Ensure that opportunities to promote walking and cycling along linear routes are not lost, the solums of any former railway lines with such potential will be safeguarded for this purpose;
Ensure new transport infrastructure is compatible with local environment, amenity and public safety;
Ensure new development, where appropriate, identifies land capacity and road layouts to provide public transport infrastructure and services; and
Prioritise improvements to public transport including the need for enhancements to bus and rail infrastructure and services to maintain or increase patronage within the area.
Major proposals require to be accompanied by transport assessments and/or travel plans to assess impact upon the road and rail network and on public transport.

The Council will support the implementation of the key infrastructure projects listed in Schedule 17.

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 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.

Strategic Policy 3

City Deal

In line with the Development Strategy the Council will support the implementation of the City Deal strategic infrastructure proposals listed in Schedule 1 and shown on the Proposals Map.

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 M3

Barrhead North - Strategic Development Opportunity -Shanks/Glasgow Road, Barrhead
Development within Barrhead North - Shanks/Glasgow Road SDO, shown on the Proposals Map, will be acceptable in principle in accordance with Policy M1, 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. Green Network: Provision of 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. Opportunity to deculvert the Bridgebar Burn will continue to be investigated, ensuring this is integrated with green networks, open space and SUDS within Glasgow Road sites.
2. Transport Strategy: 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;
3. Former Shanks industrial site (SG1.10):
 - a. Mixed housing comprising a range of house types and tenures, including private, affordable and particular needs, phased to deliver approximately 400 housing units by 2029 and beyond, as shown in Schedule 15 and the Housing Land Audit;
 - b. Implementation of a comprehensive remediation strategy to address any contamination of the entire Shanks site; and
 - c. Scope for the temporary and advanced greening of the Shanks site to improve the environmental quality of derelict and contaminated land.
4. Glasgow Road:

- a. Mixed use retail/commercial/economic development to the east of Glasgow Road, centred around the former Nestle factory site (Strat 3.5) and the Bowerwalls business area;
 - b. Community/leisure facilities;
 - c. release of smaller scale sites along Glasgow Road for housing development opportunities:
 - i. Blackbyres Court - 22 Social Rent housing units phased by 2029 as shown in Schedule 16 and the Housing Land Audit, to be delivered via the Council new build programme; and
 - ii. North Darnley Road - 60 housing units phased beyond 2029 as shown in Schedule 15 and the Housing Land Audit.
5. Grahamston Road/Blackbyres Road:
- a. Redevelopment of former 'Bunzyl' site for 84 housing units phased by 2029 as shown in Schedule 15 and the Housing Land Audit; and
 - b. Redevelopment of former 'Cargo' site for 96 housing units phased by 2029 as shown in Schedule 15 and the Housing Land Audit.

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 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 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 D11

Electric Charging Infrastructure

Major residential proposals will be required to incorporate electric vehicle charging points within every dwelling with a garage or driveway and make provision within visitor or communal parking spaces. Where residential dwellings do not have parking within their curtilage, provision should be made for charging points on-street or within communal parking spaces.

All other non-residential major developments, including employment, community or retail proposals should incorporate electric vehicle charging points within parking areas.

Proposals below this threshold will be encouraged to incorporate charging points and infrastructure as a core component of their proposal.

All new car parks should be designed to incorporate electric charging points.

Policy SG5

Economic Development

The Council will support the development of a strong and competitive local economy and the creation of a skilled workforce. Proposals will be required to demonstrate the net economic benefits for the area.

This will be achieved by:

1. Safeguarding and enhancing the quality of business and employment areas, shown on the Proposals Map and listed in Schedule 17, in order to maintain the supply of employment land to meet the current and future needs of existing and new businesses. The Council will monitor changes to this land supply through the annual Business and Employment Land Audit;
2. Supporting employment generating uses at the locations listed in Schedules 17 and 18;
3. Supporting the relocation of industrial and business uses to the safeguarded business and employment areas listed in Schedule 17;
4. Supporting the implementation of major infrastructure programmes and City Deal projects in accordance with Strategic Policy 3;
5. Supporting new retail, office, commercial and leisure proposals in the town centres to support their continued vitality and viability in accordance with Policy SG10;
6. Promoting the established Business Improvement Districts (BIDs) and supporting initiatives to establish BIDs for the other town centres as shown in Schedule 21;
7. Supporting the appropriate development of tourism facilities in accordance with Policy SG10;
8. Supporting the diversification of the rural economy in accordance with Policy D3;
9. Supporting waste management proposals where they accord with the Scottish Government's current Zero Waste Plan as well as demonstrating that it will not have an adverse impact upon amenity or operation of other uses; and
10. Supporting the provision of digital infrastructure, where appropriate, to new homes, businesses and public sector properties as an integral part of development in accordance with Policy SG8.

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

1. It can be proven that there is no current or likely future demand for employment uses on the land; and
2. It can be demonstrated that the site or premises are not reasonably capable of being used or redeveloped for employment purposes and continued use of the site or premises has been shown to be unviable, having been actively marketed for a minimum period of 24 months; and
3. Where development would bring wider economic, environmental, community or amenity benefits.

Policy SG6

Business Proposals

The Council will support employment generating uses at the locations listed in Schedules 17 and 18 and as shown on the Proposals Map. Proposals should demonstrate that the type of use, mix and scale of the development is appropriate for the site and wider area and would not detrimentally impact upon local amenity.

GOVERNMENT GUIDANCE:

Scottish Planning Policy on Promoting Town Centre indicates that planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres. The planning system should: apply a town centre first policy when planning for uses which attract significant numbers of people, including retail and commercial leisure, offices, community and cultural facilities; encourage a mix of uses in town centres to support their vibrancy, vitality and viability throughout the day and into the evening; ensure development plans, decision-making and monitoring support successful town centres; and consider opportunities for promoting residential use within town centres where this fits with local need and demand.