

**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  
21.06.2017

**Reference No:** 2016/0764/TP

**Ward:** 1

**Applicant:**

Barrhead SDO Consortium  
c/o Miller Homes  
Clydesdale House  
300 Springhill Parkway  
Glasgow  
G69 6GA

**Agent:**

Mott MacDonald  
1 Atlantic Quay  
Glasgow  
G2 8JB

**Site:** Springfield Road and Springhill Road, Barrhead, East Renfrewshire

**Description:** Alterations to Springfield Road and Springhill Road Barrhead involving: re-design of the existing Springfield Road/Springhill Road junctions to include access for Netherlea Cottage and Nethernton Farm; widening and realigning of Springfield Road and Springhill Road to form 6m wide carriageway and new 2m wide service strip; formation of pedestrian footway and shared use cycleway/footway on east side of Springhill Road; formation of junction bell-mouths and speed reduction tables; and associated ground works/surface water drainage systems/attenuation basins and street lighting and signage.

**Reference No:** 2016/0847/TP

**Ward:** 5

**Applicant:**

BDW Trading Ltd  
7 Buchanan Gate  
Cumbernauld Road  
Stepps  
G33 6FB

**Agent:**

Keppie Planning  
160 West Regent Street  
Glasgow  
G2 4RL

**Site:** Land at Malletsheugh Farm bounded by M77 and A77 and Netherplace Road, Malletsheugh Road, Newton Mearns, East Renfrewshire

**Description:** Erection of residential development with associated landscaping, infrastructure, access roads and miscellaneous works

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# REPORT OF HANDLING

Reference: 2016/0764/TP

Date Registered: 23rd November 2016

Application Type: Full Planning Permission

This application is a Local Development

Ward: 1 Barrhead Liboside and Uplawmoor

Co-ordinates: 251241/:658017

Applicant/Agent:

Applicant:  
Barrhead SDO Consortium  
c/o Miller Homes  
Clydesdale House  
300 Springhill Parkway  
Glasgow  
G69 6GA

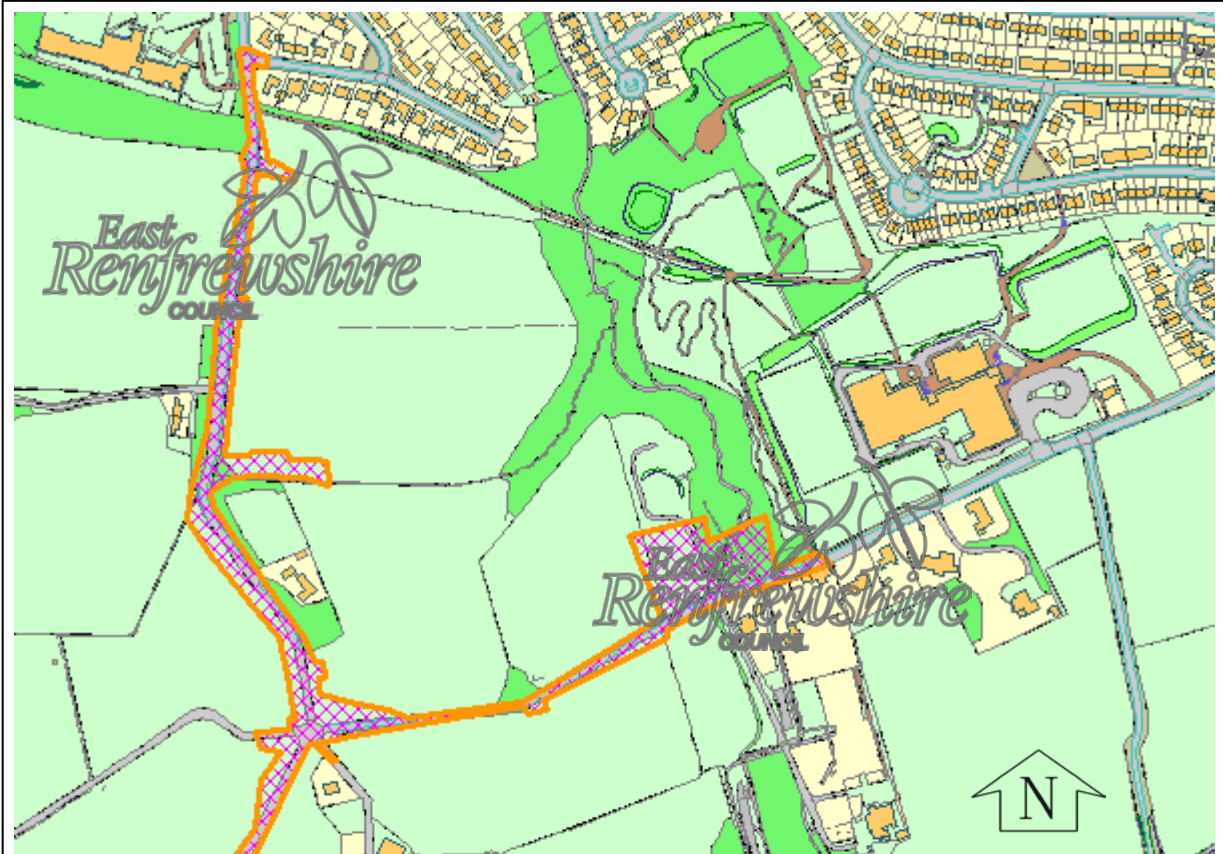
Agent:  
Mott MacDonald  
1 Atlantic Quay  
Glasgow  
G2 8JB

Proposal:

Alterations to Springfield Road and Springhill Road Barrhead involving: Re-design of the existing Springfield Road/Springhill Road junctions to include access for Netherlea Cottage and Netherton Farm; widening and realigning of Springfield Road and Springhill Road to form 6m wide carriageway and new 2m wide service strip; formation of pedestrian footway and shared use cycleway/footway on east side of Springhill Road; formation of junction bell-mouths and speed reduction tables; and associated ground works/surface water drainage systems/attenuation basins and street lighting and signage.

Location:

Springfield Road and Springhill Road  
Barrhead



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CON

West Of Scotland Archaeology Service	Recommends a condition to secure an archaeological investigation.
East Renfrewshire Council Roads Network Manager	No objections subject to conditions.
Scottish Environment Protection Agency	No objections.
Strathclyde Partnership For Transport	Advises against the use of speed reduction tables.
Transport Scotland Trunk Roads Network Management	No objections.

**PUBLICITY:**

16.12.2016                      Barrhead News                      Expiry date 30.12.2016

**SITE NOTICES:**              None.

**SITE HISTORY:**

2015/0504/TP – Residential development and associated infrastructure, landscaping and engineering works (major) (planning permission in principle) at site encompassing Lyoncross, Aurs Road, Barrhead – approved subject to conditions 29.11.2016

2015/0575/TP - Erection of 140 dwellinghouses and 16 flats with associated open space, play areas, landscaping and SUDS area (major) at site bounded by Springfield and Springhill Road, Barrhead – the recommendation to approve subject to the conclusion of a legal agreement to secure the delivery of affordable housing and development contributions was agreed by the Planning Applications Committee on 7th September 2016.

2017/0150/TP - Erection of residential development and associated infrastructure, landscaping and engineering works (approval of matters specified in conditions 1 to 22 of the planning permission in principle 2015/0504/TP) at site encompassing Lyoncross, Aurs Road, Barrhead – pending consideration

**REPRESENTATIONS:** 10 representations have been received: Representations can be summarised as follows:

- Increase in traffic
- Nuisance from construction traffic
- Loss of trees/habitat
- Danger to school children
- Danger to pedestrian safety
- Impact on property values
- Impact on private drainage pipe/septic tank

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

**SUPPORTING REPORTS:**

Planning Statement                      Presents the scope of the application and the rationale behind the proposal across a number of considerations including the Planning Policy context, Development Plan considerations and utilities. Appendices including Ground Investigation reports are attached to this Statement.

A Road Safety Audit has also been submitted and presents an assessment of the proposed new road layout and altered junctions in particular regard to identifying road safety concerns.

**ASSESSMENT:**

The application is a Local Development under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. However as 10 objections have been received it is required to be determined by the Planning Applications Committee.

Proposed Development

This application is for the upgrading of sections of Springfield Road and Springhill Road in Barrhead. The upgrading works in this application are part of a wider programmed upgrade of the local road network across the southern side of Barrhead from Aurs Road in the east to the western section of Springfield Road beyond the 'fiveways' junction in the west.

The works are required to serve the extensive new development planned across the same area. In terms of development adjacent to the proposed road works that are the subject of this application, planning application 2015/0575/TP was presented to the Planning Applications Committee on 7th September 2016 and the recommendation to approve subject to conditions and following the conclusion of a legal agreement to secure the delivery of affordable housing and development contributions was agreed. The legal agreement has been recently concluded to allow this planning permission to be issued. A further application for residential development is expected for the site to the south of Springfield Road.

This application relates to the existing local road network on the following sections/phases (identified as A, B, C and M by the applicant):

A - 450m of Springhill Road from the 'fiveways' Junction to Tinto Drive

B - the redesign of the 'fiveways' junction that also serves Netherlee Cottage and Nethererton Farm to the south east of this junction

C - 400m of Springfield Road towards St Luke's High School crossing the Aurs Burn Bridge

M - Realignment of 100m of Springhill Road south of the 'fiveways' junction

These road sections are currently of a rural nature and framed predominantly by verges and a combination of field boundaries with hedging/trees. There is currently only a limited public footway for a length of over 450m along the east side of Springhill Road from the existing 'fiveways' junction towards Tinto Drive, Barrhead.

The application is accompanied by a phasing plan that includes this application and other areas of upgrade works to the east of Springfield Road and Aurs Road. The first phase (Phase A) is identified as the section of Springhill Road south of Tinto Drive and is intended in the first instance to serve the Miller Homes development referred to above.

In summary the works involve the following:

Phase A - widening of existing Springhill Road to a 6m wide carriageway for approximately 450m from the junction of Springfield Road northwards to the bridge over the former railway line that currently forms the southern boundary to this area of Barrhead. The widening of these sections is handled variously. For the first 200m north it will be expanded into the field to the west varying from 5m close to the junction with Springfield Road to in excess of 8m closer to the bend where the road sweeps over a culverted watercourse north of the culvert.

The existing culvert was initially proposed to be lengthened by approximately 7m. However recent investigations have determined that it requires replacement. The new widened footway will be constructed along the east side of the widened road. A 130m section north of the culvert will be constructed 4m away from the carriageway on its east side.

North of the access to the Miller Homes Phase 1 construction site a 3m wide shared use cycleway/footway will be provided.

Phase B - the substantial alteration and upgrading of the 'five ways' junction. This junction functions as a crossroads for Springfield and Springhill Road but also accommodates a separate access road to Netherlea Cottage and Netherton Farm off its south east side. There is also a distinct gradient across this junction falling from south to north.

It is proposed to realign the northern section of Springhill Road and the east section of Springfield Road by introducing a new sweeping corner section forming a new primary road section. The western section of Springfield Road to Neilston will have a prioritised junction with this sweeping corner.

The section of Springhill Road south of the new corner will be realigned to join Springfield Road 32m west of the new prioritised junction. Netherlea Cottage and Netherton Farm will be accessed from this relocated section of Springhill Road. These works will also require some localised regrading/cutting works to provide improved gradients across the whole junction area.

Phase C - widening of existing Springfield Road to a carriageway of 6m width (with the exception of a proposed chicane section either side of the Aurs Burn Bridge).

Approximately 215m of this upgraded road east from the new sweeping corner of Springhill/Springfield Road junction will be widened to 6m with 2m wide footways to be formed on both sides. The widening will be mainly on its southern side into the adjacent fields. The extent of this extension beyond the existing road and verge will vary up to a maximum of 5m in places.

The more eastern section (approximately 185m) towards the Aurs Burn Bridge will have a footway only on its north side.

Additional ancillary road management and speed reduction measures include:

1. Junction bell-mouths to proposed residential development sites to the north east and south of the Barrhead South SDO.
2. Reduction from national speed limit to a 30mph speed limit on sections of both Springfield Road and Springhill Road.
3. Implementation of speed table traffic calming at certain junctions.
4. Implementation of a chicane priority operation section near Springfield Bridge.

5. Provision of street lighting throughout sections of route proposed to operate in tandem with a 30mph speed limit.
6. Provision of a surface water drainage system
7. Removal trees as necessary in the vicinity of the proposed works
8. Supporting earthworks with exposed slopes to be grass seeded.

In addition to the works outlined above the road upgrade works will enable the provision of new water supply systems, drainage networks and electricity supply infrastructure.

Tree clearance and hedge removal works are also identified in a submitted plan.

The application is required to be assessed against the relevant policies of the adopted Local Development Plan.

### East Renfrewshire Local Development Plan

As referred to above the major new development planned in the area is identified in the adopted Local Development Plan (LDP) as a Strategic Development Opportunity (SDO). The SDO area stretches across the south side of Barrhead from beyond Springhill Road in the west to the environs of Lyoncross House in the east. This site is at the western end of the SDO area where new housing development is planned.

The existing road network in the south of Barrhead is not adequate to serve the anticipated new development. The Barrhead South SDO was established after a process of site identification and constraint analysis. The requirement to upgrade the local road network was highlighted through that same process. This application presents the first formal stage of the required upgrade works.

The LDP confirms policy support for housing adjacent to the application site through a range of policies including Strategic Policy 1 which refers to Development Strategy including controlled urban expansion through the identification of Strategic Development Opportunities (SDO's).

This application is part of the SDO and is to serve the intended development in the SDO.

Policy M1 of the LDP refers to Master Planned sites. There are a range of policies in the LDP that are relevant to this proposal. Supporting the development of the Barrhead South SDO is Policy M2.2. This policy confirms the scope of the SDO and the undertaking to prepare a master plan to guide parties on the elements requiring to be managed.

This policy confirms a number of elements to be addressed by the master plan and developed over a long timeframe, such as:

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

In addition to these elements a sustainable transport strategy is to be provided including public transport and existing road network upgrades.

The Master Plan is formally adopted as Supplementary Planning Guidance (SPG), which in itself is part of the LDP and identifies a requirement for road network upgrades.

It is considered that the proposal accords with the LDP and SPG.

### Consultation responses

The Council's Roads Service has considered the application and the supporting road safety audit and has indicated concern regarding the phasing of the proposed road upgrades and the build out of the anticipated new housing. Miller Homes anticipate being on site in late summer/early autumn 2017 and only propose the completion of Phase A to serve their development. Roads Service has advised that Phase A will be adequate to accommodate the traffic generation of 100 units. Thereafter Phases B and C will be required. It is considered that a condition relating to this is necessary and this can be attached to this permission.

Strathclyde Partnership for Transport has advised against the use of speed tables. The advice of the Council's Roads Service is that they are acceptable subject to fuller assessment through a separate Roads Construction Consent application.

### Representations

In terms of the objections that have been received the following comments are made.

The majority of the grounds of objection relate to concerns related to road safety/speeding, etc and the volume of traffic that will be generated and facilitated by the proposal.

As referred to above the principle of the proposal is acceptable and it is necessary to serve the new urban development at the Barrhead South SDO. The impact of this proposal as it relates to the other planned development has been the subject of extensive work and is considered acceptable. The impact on the local area will be significant but is not at a level that is considered detrimental to the amenity of the local population.

The loss of trees and hedges is also an unavoidable consequence of such large urban expansion proposals. It will be extensive but the opportunity to retain existing trees can be addressed by appropriate conditions.

Impact on wildlife habitat is again unavoidable. There is no natural heritage designation in place over the application site however conditions can be attached to construction management practices and an advisory note will be attached relating to the appropriate legislation.

The impact on property values and the private drainage pipe/septic tank are not material planning considerations.

### Overall conclusion

The principle of the housing development and other development at the Barrhead Strategic Development Opportunity has been established by the adoption of the Local Development Plan. The proposed alterations to Springfield Road and Springhill Road at this part of the Strategic Development Opportunity are to serve the various developments that are to eventually be at this urban expansion area. The proposed alterations are considered to facilitate and complement these developments and it is recommended that this application is approved.

**RECOMMENDATION:** Approve Subject to Conditions



**PLANNING OBLIGATIONS:** None

**CONDITIONS:**

1. Development shall not commence until a Construction Programme Plan for the development has been submitted to and approved in writing by the Planning Authority. The Construction Programme Plan shall allow for:
  - The phasing and construction programme for all accommodation works and main contract works for the road upgrades to Springhill and Springfield Road and the internal road layout from the site access.
  - Traffic management arrangements for each phase of the works.
  - Details of the construction compound and wheel washing facilities.
  - Initial ground works and utility infrastructure installation and/or diversion including water supply and foul water management.

Thereafter the development shall be fully implemented in accordance with the approved Construction Programme Plan.

Reason: In order to ensure a properly programmed development and in the interests of residential amenity and road safety.

2. Notwithstanding the details of the approved Public Road Infrastructure Construction Phasing Plan Drawing No MMD-361323-C-DR-BA-XX-1023 Rev P6 Phase A (coloured blue on the plan) and Drawing No MMD-361323-C-DR-BA XX-1002 Rev P7(both plans received 06/06/2017) the development shall be constructed and completed prior to the occupation of any new houses in the adjacent Miller Homes housing site approved under 2015/0575/TP.

Thereafter a maximum of one hundred new (100) new houses only shall be occupied prior to the construction and completion of Phases B and C of said approved drawings.

Reason: In the interest of the satisfactory operation of the local public road network.

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

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

4. Development shall not commence until a detailed survey of all trees and hedges on the site has been undertaken and the survey shall then be submitted to and approved in writing by the Planning Authority. This survey shall be displayed on a site layout plan and include an identification of existing tree species, an estimation of their height and spread of branches and their location within the site accurately plotted (any trees around the perimeter which overhangs into the site shall also be included). Those trees which are proposed to be felled

or removed shall be separately identified. Thereafter any treeworks shall be implemented as approved.

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

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

Reason: To avoid disturbance to breeding birds.

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

Reason: In the interests of sustainable development

7. 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 otherwise agreed in advance in writing by the Planning Authority.

Reason: To prevent noise nuisance to the surrounding area.

**ADDITIONAL NOTES:**

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

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

The applicant is required to comply with the European Council's Directive 92/43/EEC on the Conservation of Natural Habitats, the Wildlife and Countryside Act 1981 (as amended) and the Nature Conservation (Scotland) Act 2004 which provide full protection for certain plant and animal special and European Protected Species. It is illegal to capture, kill, disturb any such animal, damage or destroy breeding or nesting sites or eggs or deliberately or recklessly pick, collect, cut, uproot or destroy European Protected Species of wild plant. In addition, where it is proposed to carry out works which will affect European Protected Special or their shelter/breeding places, a licence is required from the Scottish Executive. Further information on these matters can be sought at Scottish Executive Species Licensing Team, Countryside and Heritage Unit, Victoria Quay, Edinburgh or from Scottish Natural Heritage.

**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 Plan policies.

**BACKGROUND PAPERS:**

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

Ref. No.: 2016/0764/TP  
(IAWA)

DATE: 14th June 2017

**DIRECTOR OF ENVIRONMENT**

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Reference: 2016/0764/TP - Appendix 1

**DEVELOPMENT PLAN:**

**Strategic Development Plan**

This proposal raises no strategic issues in terms of the Glasgow and the Clyde Valley Strategic Development Plan and therefore the East Renfrewshire Local Plan is the relevant policy document

**Adopted East Renfrewshire Local Development Plan**

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 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 SG2

##### Distribution of New Housing

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

#### Policy M2.2

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

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

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

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

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

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

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

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

Neighbourhood scale retail;

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

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

Approximately 1050 homes to be phased 470 homes by 2025 and 580 homes post 2025;  
Provision for a sustainable transport strategy comprising:

Public transport upgrades;

Provision of a new rail station at Springfield is investigated and land safeguarded;  
Upgrades to Aurs Road,; and

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

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

### Policy Strat3

#### Regeneration and Consolidation of Communities

The Council's broad strategy for the future planning of the area is based on the regeneration and consolidation of existing communities and the protection and enhancement of important urban greenspace, the Green Belt and Countryside Around Towns (CAT). There are a number of key components to this strategy as illustrated in Diagram 2 - Strategic Context.

These include:

- \* Supporting sustainable local economic growth.
- \* Regeneration and renewal of existing town and neighbourhood centres;
- \* Completion of Established Urban Expansion Areas;
- \* Provision of additional private housing in the Levern Valley area to meet the requirements of the Structure Plan;
- \* Provision of Affordable Housing;
- \* Seeking the most efficient use of Council assets;
- \* Rationalisation of business and industrial land supply throughout the area;
- \* Promotion of Barrhead as a Strategic Industrial and Business Location;
- \* Improvement of Junction 4 on the M77 and new road link between Barrhead, M77 and Newton Mearns;
- \* Motorway Service Area;
- \* Protection and enhancement of important urban greenspace;
- \* Protection and enhancement of the Green Belt and CAT area;
- \* Dams to Darnley Country Park;
- \* Whitelee Access Project;
- \* Potential for Renewable Energy;
- \* Improved community facilities; and
- \* Improved access and transportation facilities.

**GOVERNMENT GUIDANCE:**

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



# REPORT OF HANDLING

Reference: 2016/0847/TP

Date Registered: 25th January 2017

Application Type: Full Planning Permission

This application is a Major Development

Ward: 5 Newton Mearns South and Eaglesham

Co-ordinates: 252501/655196

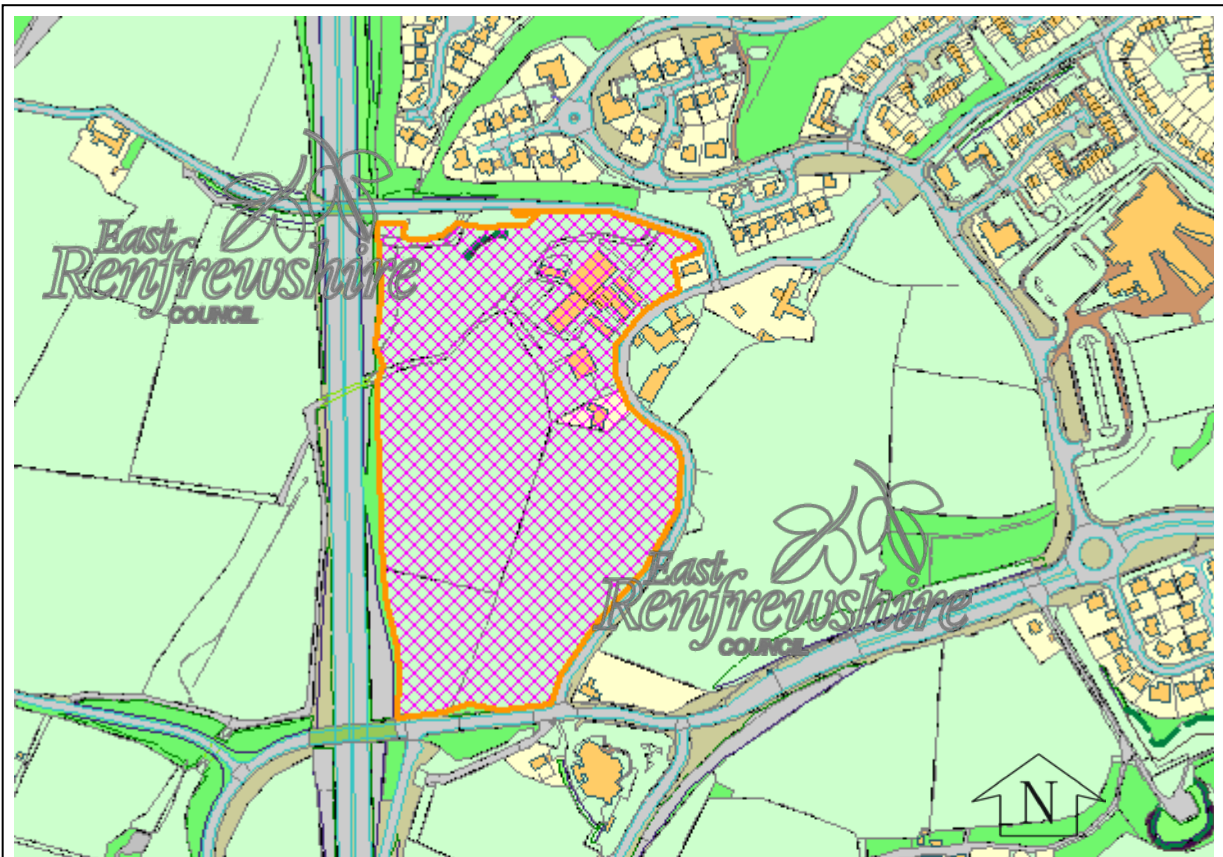
Applicant/Agent:

Applicant:  
BDW Trading Ltd  
7 Buchanan Gate  
Cumbernauld Road  
Stepps  
G33 6FB

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

Proposal: Erection of residential development with associated landscaping, infrastructure, access roads and miscellaneous works

Location: Land at Malletsheugh Farm bounded by M77 and A77 and Netherplace Road  
Malletsheugh Road  
Newton Mearns  
East Renfrewshire



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**CONSULTATIONS/COMMENTS:**

East Renfrewshire Council Waste Strategy Section	No objections subject to conditions.
East Renfrewshire Council Roads Network Manager	No objections subject to conditions regarding access and sight visibility splays.
East Renfrewshire Council Environmental Health Service	No objections subject to condition requiring further investigation work once ground works are complete and remediation plan.
East Renfrewshire Council Affordable Housing and Development Contributions Officer	No objection subject to the conclusion of a legal agreement to secure relevant planning obligations (both affordable housing and development contributions).
Scottish Natural Heritage	No objections subject to the bat and badger survey reports being updated if no work have commenced by summer 2017.
Transport Scotland Trunk Roads Network Management	No objections subject to conditions.
West of Scotland Archaeology Service	No objections. Satisfied that there is no need for further archaeological work on the site.
Glasgow Airport	No objections.
Scottish Environment Protection Agency	No objections subject to condition that recommendations within the Flood Risk Assessment are applied.
Scottish Water	No objections.

**PUBLICITY:**

17.02.2017	Glasgow and Southside Extra	Expiry date 03.03.2017
03.02.2017	Glasgow and Southside Extra	Expiry date 17.02.2017

**SITE NOTICES:** None.

**SITE HISTORY:** No relevant planning history for this site.

**REPRESENTATIONS:** 3 representations have been received: Representations can be summarised as follows:

Increase traffic impact on M77  
 Increase traffic on local roads  
 Increase congestion  
 Impact on road and pedestrian safety  
 Lack of education facilities  
 Impact on drainage and flooding in area  
 Height of proposed buildings  
 Light pollution  
 Loss of privacy  
 Loss of habitat  
 Loss of mature trees  
 Construction traffic impact  
 Loss of greenbelt  
 Impact on air quality  
 Increase pollution  
 Excessive noise due to proximity to Motorway

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

**SUPPORTING REPORTS:**

Planning Statement	Outlines the site design history, context and constraints and assesses the proposal against the Government policy, the Development Plan and the relevant Supplementary Planning Guidance and concludes that the proposal complies with the policy documents. The Statement also assesses community and economic benefits of the proposal, the impact on infrastructure and facilities, impact on landscape character and greenbelt, and concludes that the proposal will either benefit or not have an adverse impact to the area.
Road Traffic Noise Assessment	Assesses survey work undertaken regarding road noise and the impact on proposed residential properties within the site and recommends the requirement for an acoustic barrier along the boundary adjacent to the M77 and for double glazing to properties.
Air Quality Assessment	Assesses the suitability of the site for residential development and determine the potential impacts on local air quality upon nitrogen dioxide (NO <sub>2</sub> ) due to the increase in traffic flows associated with the proposed development. It concludes that the change in NO <sub>2</sub> concentrations due to the increase in traffic is negligible and that concentrations are predicted to be within the Air Quality Objectives, and therefore the impact from the proposed development is acceptable from an air quality perspective.
Archaeological Report	Assesses the potential for the development to impact on archaeological value of the site and concludes that there are no archaeologically sensitive deposits or features exist within the development area. It also concludes that no further archaeological work is required in relation to this development.
Bat Survey	Assesses the potential of the site to support bats and to identify the presence and location of any bat roosts within the buildings present on site. Concludes that there were no signs of bats or bat roosts recorded

during the inspection of buildings on the site, however that the surrounding habitat would offer foraging and commuting potential for bats. Also states that if no works have taken place by summer 2017, it is recommend that the site is re-surveyed.

Ground Investigation Report	Assesses the ground conditions and determines what impact these may have on the proposed residential use of the site. It notes that there are elevated ground gas and hydrocarbon vapours, waste material and in particular the stockpile of waste tyres and asbestos cement sheets on site, and identifies appropriate protective/mitigation measures required to make it suitable for the residential development.
Design Statement	Analyses the design context of the development and states that meets the aspirations of the Council's adopted Masterplan. It seeks to establish development block plans resulting from the hierarchy of movement principles in line with Government policies. It also states that sound urban design principles have been employed resulting in a high quality residential development with a strong sense of place.
Flood Risk Assessment	Assesses the potential flood risk to the development from all sources and the potential impact of the proposed development on off-site flood risk. Hydraulic modelling was undertaken to establish the current flood risk and concludes that the site is not at risk from fluvial flooding or flooding from adjacent areas of land. It also concludes that some areas of surface water (pluvial) flooding were predicted within the site, consistent with SEPA flood maps. Predicted flood depths were low and analysis of the local topography has shown that the flooding is predominantly due to runoff from rainfall falling within the site. Post-development, this runoff will be captured within the site drainage system and flood risk to these areas will be reduced or removed.
Drainage Strategy	Assesses the proposal to discharge surface water into the nearest out fall of the Capelrig Burn to the northwest of the site after attenuation and storage. Confirms that Scottish Water have indicated that there is sufficient capacity is available in the surrounding network for the proposed foul and surface water flows.
Habitat Survey	The survey identified that there are features suitable for supporting roosting bats, badgers and nesting birds and recommends that surveys are undertaken either prior to work taking place is undertaken or at more appropriate time. It notes that no invasive non-native species were found on site. It also identifies that there are no ecologically sensitive habitats although the semi-natural broadleaved woodland is of high ecological value on this site. It recommends that if no works have started on site by November/December 2016 then the site is re-surveyed to update the ecological baseline.
Viewpoint Assessment	This assessment sets out the landscape concept which informs the landscaping proposals for the development. It assesses the potential visual impact from 15 different viewpoints of the development from neighbouring sites and views further afield. Identifies sensitive visual locations, which will require protecting existing landscape features or additional landscaping to minimise the visual impact of the development.

Tree Survey	Assesses the condition of the main trees within the site and sets out a series of recommendations of works to be undertaken in relation to the proposal.
Transport Assessment	Augments the wider Strategic Transport Assessment with a summary on the existing road network and the likely resultant traffic patterns arising from the development. Highlights that the junction of Malletsheugh Road and Ayr Road will operate within practical capacity and concludes there are no traffic or transport reasons that would impact on the site being used for residential purposes.

## **ASSESSMENT:**

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

### Site description and characteristics

The site consists of an area of agricultural land and farm buildings including Malletsheugh Bungalow to the west of Malletsheugh Road located on the western edge of Newton Mearns. The site is bounded by the M77 to the west, Ayr Road to the south, Malletsheugh Road to the east and Netherplace Road to the north. Malletsheugh Cottage is immediately outwith the site, to the north east corner.

The site is approximately 7.3 hectares in size and slopes up from Ayr Road towards the middle of the site before sloping down to the north. Thereafter the land falls steeply towards Netherplace Road where there is a significant rock outcrop at the north-west corner.

The M77 is raised at the northern end of the site and in a cutting at the southern end of the site with limited visibility from the site. There is a water course at the northwest in the low lying land bounded by the M77 which is culverted and crosses Netherplace Road. An unsurfaced track crosses the site and goes under the M77 southwest of the farm buildings.

There is a group of mature trees towards the southern part of the site, with mature hedgerows along its boundary with Malletsheugh Road. The western edge and northern parts of the site also have mature trees. Core paths bound the site to the north at Netherplace Road and the south at Ayr Road.

Mearns Primary School is located nearby to the east of the site, accessed from Hunter Drive, with the Newton Mearns town centre approximately 1.2km further to the east.

The adjacent area of land to the east, located between Malletsheugh Road and Hunter Drive has been granted planning permission in principle for residential development on 20th April 2016 (2014/0453/TP). An application for the approval of matters specified in conditions for the details/layout of that development is currently under consideration (2016/0643/TP).

### Proposed development

The proposed development is for 165 dwellinghouses with associated landscaping, infrastructure including Sustainable Urban Drainage Systems (SUDS), access roads and miscellaneous works including land raising and remediation of waste material historically deposited on the site. The dwellings are all two storey in height and comprise 89 detached houses, 34 semi-detached houses, 18 terrace houses and 24 cottage flats. The proposal includes 42 affordable units which are located in the site at the western boundary adjacent to the M77 and to the northern part of the site towards Netherplace Road.

Access into the site is proposed to be taken from Malletsheugh Road approximately 70m from its junction with Ayr Road. Further north an emergency access into the site is proposed. The proposal involves the creation of an acoustic barrier consisting of an embankment (raised ground up to 6m in height), planting and fence along the majority of the boundary with the M77. The drawings indicate that the proposed SUDS basin is to be located to the north east part of the site. The proposal includes raising the ground levels in several areas through the site and removal of mature trees to enable drainage to ensure that the proposed SUDs can operate.

#### Phasing of development

The phasing plan submitted by the applicant indicates that there are four phases in terms of building out the houses, with the first phase being adjacent to the entrance into the site and Ayr road. Thereafter the build out will move in a general north direction.

#### Scottish Planning Policy

Scottish Planning Policy (SPP) introduces a presumption in favour of development that contributes to sustainable development. It also indicates that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. Furthermore, the SPP on Delivery of New Homes indicates the planning system should identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and have a sharp focus on the delivery of allocated sites embedded in action programmes.

Scottish Planning Policy on Affordable Housing indicates that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses.

The site has been identified as a housing development site through the adopted East Renfrewshire Council Local Development Plan (LDP) and consequently is no longer designated as Greenbelt. It is considered that this site contributes to the housing land supply for East Renfrewshire and the developer has indicated that they will comply with the Council's affordable housing requirements. Therefore the proposal accords with the above aspects of Scottish Planning Policy.

Scottish Planning Policy on Placemaking indicates that planning's purpose is to create better places through a design-led approach, with planning supporting development that is designed to a high-quality, which demonstrates the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptive; resource efficient; and easy to move around. This policy position is reinforced by Scottish Government planning policy document Designing Streets. Assessments against these matters are outlined in more detail later in the report.

#### Glasgow and the Clyde Valley Strategic Development Plan

The Strategic Development Plan indicates that Local Development Plans in the Glasgow and the Clyde Valley should allocate sufficient housing land across all tenures both in the period to 2020, and from 2020 to 2025.

The application site has been identified as a housing development site through the adopted Local Development Plan and therefore contributes to the effective housing land supply, and consequently accords with the Strategic Development Plan and the detail of the development has to be assessed against the relevant policies from the adopted Local Development Plan.

## East Renfrewshire Local Development Plan – June 2015

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

The site is identified in the adopted LDP as part of the Malletsheugh/Maidenhill Strategic Development Opportunity (SDO) and is covered by Policy M2.1, which sets out a range of requirements to be delivered within the wider Maidenhill SDO including:

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

The SDO masterplan area, as well as including the current application site, also covers land to the east of Malletsheugh Road and to the south of Ayr Road, and indicates a notional capacity of 1060 residential units across all the sites. The areas south and east of the current application site are to be developed by others. The delivery of one school (Non-denominational - Primary) and community/leisure facilities are to be delivered within the wider masterplan area. The other school (Joint Faith Campus – Primary) is currently under construction at Waterfoot Road next to Mearns Castle High School.

The site has been established through the adopted the LDP and SDO master plan area as a site for housing. The proposed residential development therefore accords in general terms with Strategic Policy 1 and Policy M2.1.

Strategic Policies 2 and 3 are also relevant. Strategic Policy 2 sets out a range of environmental, community and infrastructure criteria that are required to be taken into account in assessing planning applications. Strategic Policy 3 indicates the Council wishes to secure community infrastructure and environmental benefits arising from new development to mitigate their impacts. The Local Development Plan makes it clear that the Maidenhill strategic development opportunity will have to ensure the delivery of key infrastructure that will be required to support development and ensure the development delivers significant environmental, social and economic benefits. As stated above the site is part of the larger Strategic Development Opportunities (SDO) for Maidenhill, which through development contributions and on site provision, the proposal will deliver the environmental, social and infrastructure benefits as identified. These are discussed further in this report.

The following Local Development Plan (LDP) policies are also related to the assessment of this application.

Policy SG1 indicates the Council has identified sufficient land for a minimum of 4100 homes and associated infrastructure to be delivered in East Renfrewshire between 2009 and 2025 to comply with the Strategic Development Plan requirements. The sites listed under Schedules 8 to 11, of which the application site is one, contribute towards meeting these targets. Policy SG2 also supports the requirement for housing land. The LDP identifies the application site (SG2.9) as having a notional capacity of 100 residential units.

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

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

In general terms the proposed development is considered to accord with these policies aims and meets the specifics of delivering a mix of house types and tenures.

This site is also subject to Local Development Plan Policy SG5 Affordable Housing (and the adopted Supplementary Planning Guidance on Affordable Housing, June 2015) and Strategic Policy 3 Development Contributions (and the adopted SPG on Development Contributions, June 2015).

The Council's Affordable Housing and Development Contributions Officer has been consulted on the application and has indicated the adopted Masterplan SPG for Maidenhill (2015), states that each development within the Masterplan area will be required to deliver a total of 25% affordable housing on site. The Affordable Housing and Development Contributions Officer have also stated that a legal agreement is required to be entered into in order to secure both the detailed delivery of the affordable housing and the agreed per residential unit development contributions. The development contributions required from this site will include payments for the following: Education (Pre-Five, Primary and Secondary); Green Network & Access (Dams to Darnley); Community Facilities (Community Halls & Libraries and Sports); Parks and Open Space; and Roads & Transportation.

The applicant has indicated that the affordable housing will be delivered on site by a Registered Social Landlord and have also indicated that they are willing to enter into a legal agreement to deliver the affordable housing and development contributions in line with the adopted policies.

The Council's Affordable Housing and Development Contributions Officer has no objections subject to the satisfactory conclusion of a legal agreement that the proposal meets the requirements of Strategic Policy 3, Policy SG5 and the accompanying adopted Supplementary Planning Guidance and Master Plan.

Policy D1 includes a number of detailed criteria for assessing development in order that it is well designed and sympathetic to the local area and demonstrate that a number of criteria have been considered, and where appropriate, met. It is acknowledged that this development will change the nature of the area from rural to urban however this change has been anticipated through the designation of the site in the adopted Local Development Plan. The proposed development will not be incompatible with the proposed development of the wider Strategic Development Area as identified by the LDP and will complement the existing residential area of Newton Mearns. The M77 acts as a boundary/defensible edge between the urban area and the rural area to the west of Newton Mearns and the proposed development has taken this into account by orientating and spacing the buildings out along Ayr Road to reflect an approach to a 'village' settlement. East of the site are more recent developments consisting mainly of buildings two storey in height. The proposal for two storey buildings of a mix of house types and design is considered to be appropriate to the area. Furthermore the proposal due to its layout and distance from other residential properties in the area (the nearest being approximately 18m distance) will not adversely affect the amenity of neighbouring properties by loss of privacy or overshadowing. It is therefore considered that the proposed development accords with the general terms of Policy D1 of the LDP. Further development details are assessed against other relevant policies as outlined below.

Policy D7 indicates that new development proposals should incorporate a range of green infrastructure including open space provision, multi-use access, SUDS, wildlife habitat and landscaping. This infrastructure should be integral to the development. The proposed development will result in the loss of mature trees within the site due to the engineering requirements of the SUDs and the acoustic barrier adjacent to the M77. However, the applicant has taken into account the wildlife habitat survey in the landscape proposals and indicated their willingness to include appropriate plant/tree species to compensate for the loss of mature trees. The proposal also incorporates a green infrastructure



including a path network to the northern part of the site and an equipped play area centrally located within the site.

Policy D8 indicates there will be a strong presumption against development where it would compromise the overall integrity of Local Biodiversity Sites (LBS), Tree Preservation Orders and ancient and long established woodlands. There are no LBS, Tree Preservation Orders or ancient woodlands on the site. However, the proposal retains a large landscape buffer area/corridor along the motorway which will help provide greenways/foraging routes to the wider area. As stated above there are mature trees which provide possible foraging/habitat for bats and other protected species which will be lost due to the engineering requirements to developed the site. The supporting reports from the developer have been updated to reflect this position and indicate that replacement planting could be included to compensate for this loss. The supporting information also states that further surveys may be required depending on when proposed works are due to start.

Policy D9 presumes against proposals, which have an adverse impact on outdoor access including core paths, rights of way and other important access. Core paths run along the north and south perimeter of the site however the proposed development does not interfere with these. The proposed development includes access throughout the site and footpath links onto the core paths. The enhanced access provided by these links is considered to accord with this policy.

It is considered given the above that it is appropriate to control the additional landscaping proposals, design of path network and further surveys through conditions to ensure that the impacts of the proposal are minimised and that the proposal delivers the green infrastructure in compliance with the requirements for the LDP.

Policy E3 indicates there will be a strong presumption against development that is likely to have an adverse effect on the water environment and Policy E4 indicates that development which could be at significant risk from flooding, and/or could increase flood risk elsewhere will be resisted. No flooding risks have been identified by the applicant's flood risk report. Furthermore, neither SEPA or the Council's Roads Service have raised any significant issue on the matter subject to works being required to an existing open channel to the north west of the site and the culvert at Netherplace Road.

Policy E5 requires a Sustainable Urban Drainage System (SUDS) to be incorporated into all new developments to moderate surface water drainage from the site and mitigate impacts on water quality. A development of this size requires SUDS and this is a standard feature to deal with surface water drainage of residential developments. The drawings submitted with the application identify a SUDS area located to the north east part of the site. The inclusion of the SUDS area complies with the requirements of this Policy. The discharge from the SUDS area is to be at a controlled rate which will in due course discharge into the open channel/culvert to the north west of the site. As stated above SEPA and the Council's Roads Service have raised no objection to this subject to further information and works to the channel/culvert. This area is outwith the application site, however, can be addressed by a planning condition.

The site has previously been used to deposit waste material principally in the form of bales of tyres. No information has been submitted regarding these however the applicant has indicated that they propose to remove the tyres from the site. The disposal of the waste material is dealt with under SEPA's legislation. However it is considered appropriate that the remediation of the ground including any residual contaminates be dealt with through planning conditions requiring further investigation and a remediation plan to ensure that this part of the site is suitable for the proposed residential use.

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

The Master Plan outlines key design principles and concepts for the whole Master Plan area to create a high quality built environment that is sustainable and socially inclusive providing a range of house tenures, types and sizes to meet local housing needs, set within an attractive and distinctive landscape setting that will enhance the green network and ensure an integrated approach to amenity,

connectivity, bio-diversity, ecology and drainage. It also seeks a transport strategy that will encourage the use of public transport, cycling and walking; and an urban design strategy that will create a 'sense of place'. The SPG also indicates that vehicle access should be taken from Malletsheugh Road whilst protecting the road's rural character. It is important to note that the SPG is not a detailed master plan layout for the area and the various sites have complex topographies which require full design of levels, drainage and roads. The site is only one part of the Masterplan area and is identified for residential use.

As stated above the proposal includes a mix of two storey housing and tenure types, and takes into account the loss of existing trees and wildlife habitats in the landscaping proposals. Vehicle access is taken from Malletsheugh Road. However due to the requirement to provide a pedestrian access along part of Malletsheugh Road and the need for land raising and retaining walls, some hedgerow will be lost which will have an adverse impact on the rural appearance of the road. The applicant has indicated that they will incorporate appropriate material to the retaining walls and augment the remaining landscape to minimise the impact on the wildlife and ensure that appearance of the development is appropriate to the rural character of Malletsheugh Road. The proposed layout incorporates a landscaped 'central square' and entrance avenue which will help promote a 'sense of place' and various pedestrian routes which will encourage walking and cycling with links into the wider path network. It is also considered that, the layout and orientation of buildings facing Ayr Road helps create a transition area between the rural and urban areas of Newton Mearns, and accordingly, overall the proposal complies with the provisions of the SPG.

#### Scottish Planning Policies (SPP) on Placemaking and National Guidance: Designing Streets

The SPP on Placemaking indicates that planning's purpose is to create better places through a designed approach, with National Guidance: Designing Streets promoting hierarchy of movement: place before vehicle movement. Both also outline the importance of 'a sense of place' through the need for local distinctiveness.

Within the proposed development there is a clear hierarchy of street design with the main access road forming a 'loop', which serves as the main distributor road through the site. This road incorporates adjacent footways. The secondary loop roads and short cul-de-sacs that serve the remaining parts of the site take the form of shared surfaces over short stretches which will help minimise vehicle speed thereby making for a more attractive, safe and pleasant street. The main access road leads to a central square, which includes trees and informal play area providing a focal point to the site and creating a sense of place. The equipped play area provides a second focal point and is set further into the site at the top end of the 'loop' layout. The hierarchy is defined by street types and widths, with the central square and play area creating 'nodes' which will help orientation. Generally, the short sections of shared surface roads will assist in slowing traffic speed and service the remaining parts of the site. Although the houses are of a standard design, they are laid out in loose blocks on an off-set grid pattern, creating in the main back-to-back houses, which face onto the roads, central square and play area ensuring active outward looking frontage and providing privacy and containment to the rear garden areas. The layout has also been designed to overlook Malletsheugh Road which will help make it more attractive to use by provide natural surveillance. Overall the layout and street design is considered to create a distinctive 'sense of place' and promotes hierarchy of movement as required by Government Policy and the Master Plan for the area.

A Strategic Transport Assessment was carried out in 2014 and considered high level options and key accesses for the whole Master Plan area. This planning application has its own Transport Assessment and the Council's Roads Service and Transport Scotland have been consulted on the application and have not objected on the impact of the development on the roads network or on road safety. The Council's Roads Service have raised some issues regarding ensuring that appropriate visibility splays are achieved/maintained and that Malletsheugh Road is to an adoptable standard capable of the expected increase in use of the road. It is considered appropriate to deal with these matters by conditions.

The Council's Environmental Health Service have recommended that due to the extensive areas of made ground and waste stockpiles on-site, the scale of cut-and-fill proposed, further ground investigations are conducted before any foundations are formed. They also recommend that a remediation plan should be submitted. They have also assessed the report submitted by the applicant on road traffic noise and state that the proposal must incorporate the noise mitigation measures specified in the report. These measures include a noise attenuation bund/fencing and double glazing. It is considered that these matters can be controlled by conditions.

The applicant has also submitted an Air Quality Assessment which concludes that the site is suitable for residential purposes and that the proposed residential development will not significantly impact on the surrounding area. The Council's Environmental Health Service has accepted the findings and consequently, the proposal raises no issues in terms of air pollution.

### Representations

The issues raised by the representations regarding loss of greenbelt, mature trees, and habitat, loss of privacy, and building heights are material considerations in assessing the proposal and have been addressed above.

In terms of congestion; road and pedestrian safety; drainage and flooding; light, noise, and air pollution are also material considerations in assessing the proposal. Consultations have been undertaken and as stated above and no significant issues have been raised on these matters.

In terms of the lack of education facilities the Strategic Development Opportunity Masterplan area will involve providing the requisite education provision. The applicant has indicated they are willing to enter into a legal agreement to provide financial contributions towards education facilities.

Construction traffic impact on local roads: construction vehicles will have to use the local roads and the roads network beyond to access the site. The planning application cannot restrict this access or the use of public roads. This is not a material consideration in determining this application.

### Overall Conclusion

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

The vision of the adopted Maidenhill Masterplan is to create a new urban quarter within East Renfrewshire providing a high quality built environment that maintains and builds upon the area's existing qualities. It is to be a socially inclusive community providing a range of house tenures, types and sizes to meet local needs. It is to provide an attractive and distinctive landscape setting that will enhance the green network. It is to enable this particular site, through development contributions, to contribute to local services and community facilities to serve the existing and growing community. It is to ensure sustainability is a core component of all aspects of the design and all steps taken to create a well-planned and desirable 'place to grow'. It is considered that the proposed development accords with these general requirements and due to the way it has been designed create a 'sense of place' in accordance with the Master Plan and Government policies.

Consequently, it is considered that the proposal accords with the development plan and is acceptable at this location. There are no material considerations that outweigh the relevant policies. It is therefore recommended that this application be approved subject to conditions and the satisfactory conclusion of a legal agreement to deliver the affordable housing and development contributions towards infrastructure as outlined above.

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

**PLANNING OBLIGATIONS:** A legal agreement relating to the delivery of affordable housing and development contributions to include payments for the following: Education (Pre-Five, Primary and Secondary); Green Network & Access (Dams to Darnley); Community Facilities (Community Halls & Libraries and Sports); Parks and Open Space; and Roads & Transportation.

**CONDITIONS:**

- 1 Development shall not commence until details of the phasing of the development have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the approved phasing scheme.

Reason: In order to ensure a properly programmed development.

- 2 A visibility splay of 4.5metres by 120metres shall be provided in the primary direction and a visibility splay of 4.5metres by 99metres shall be provided in the secondary direction at the junction of Malletsheugh Road and Ayr Road (as shown on the approved drawing TP335/SK/101C) prior to the occupancy of any dwellinghouse. Thereafter the visibility splays shall be maintained free from any obstructions exceeding a height of 1.05m above the adjacent road.

Reason: To enable drivers of vehicles to safely access the road network.

- 3 Development shall not commence until a scheme has been submitted to and approved in writing by the planning authority relating to the visibility splays to be provided in both directions at the junctions of the new accesses onto Malletsheugh Road. For the avoidance of doubt the scheme shall demonstrate that a stopping sight distance of 70m on Malletsheugh Road can be achieved. Furthermore the scheme shall include details demonstrating that a road of a minimum width of 5.5m plus a 2m footpath on the west side of Malletsheugh Road can be achieved along its length from the junction with Ayr Road to the junction with the proposed site access to the neighbouring development site to the east (a distance which equates approximately to the boundary with plot 13 of the hereby approved layout drawing No. E2593 L(--)-05 rev. X-5). The scheme shall include details of phasing for the implementation of the works.

Thereafter the approved details shall be fully implemented in their approved form and thereafter maintained free from any obstructions exceeding a height of 1.05m above the adjacent road.

Reason: In the interests of roads safety.

- 4 Development shall not commence until a scheme to deal with potential contamination, including the removal of the waste tyres, on the site has been submitted to and approved in writing by the Planning Authority. The scheme shall contain details of:

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

Before any part of the development is occupied the approved measures to decontaminate/remediate the site shall be fully implemented and a verification report submitted to the Planning Authority unless a phased completion or completion is undertaken in accordance with the approved scheme.

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

- 5 Development shall not commence on each individual phase of the development until samples of materials to be used on all external surfaces of the buildings and hard surfaces have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the development is acceptable in appearance.

- 6 Development shall not commence on each individual phase of the development until details and location of all walls (including retaining walls) and fences to be erected on the site have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the development is acceptable in appearance.

- 7 Development shall not commence until details and location of the acoustic bund and associated fence and landscaping, including a maintenance regime, to be erected on the site have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented and maintained in accordance with the approved details.

Reason: To ensure the development is suitable for residential purposes and acceptable in appearance.

- 8 Development shall not commence on each individual phase of the development until detailed levels, diagrams and sections, showing the existing and proposed levels throughout the site and finished floor levels in relation to a fixed datum point have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be constructed in accordance with the approved levels, diagrams and sections.

Reason: To ensure that the levels are acceptable at this location.

- 9 Prior to commencement of the development the site shall be resurveyed and a habitat report detailing the findings, ecological baseline, recommendations, and any mitigation measures shall be submitted for the approval in writing of the Planning Authority with regard to bats and protected species.

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

- 10 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:-

- 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 and play equipment;
- iv) Details of the phasing of the landscaping works, including completion during the first planting season;
- v) Proposed levels; and
- vi) Completion of the scheme during the first planting season following the completion of each individual phase of the development.

- vii) Schedule of maintenance and a management scheme to ensure that the landscaped areas and other areas of common ownership are maintained to an approved standard for a period of five years. Any trees, shrubs or areas of grass which die, are removed, damaged or diseased within 5 years of the completion of the landscaping shall be replaced in the next planting season with others of a similar size and species.

For the avoidance of doubt, the scheme shall demonstrate and include how the recommendations identified in the Habitat report and Bat Survey required under condition 9 above have been taken into account.

Thereafter the landscaping works shall be fully implemented as approved.

Reason: To ensure the implementation of a satisfactory scheme of landscaping.

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

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

- 12 Development shall not commence until a detailed survey of all trees and hedges on the site has been undertaken and the survey shall then be submitted to and approved in writing by the Planning Authority. This survey shall be displayed on a site layout plan and include an identification of existing tree species, an estimation of their height and spread of branches and their location within the site accurately plotted (any trees around the perimeter which overhangs into the site shall also be included). Those trees which are proposed to be felled or removed shall be separately identified. Thereafter any treeworks shall be implemented as approved.

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

- 13 Development shall not commence until the trees identified for retention under condition 12 above have been protected by suitable fencing. Fencing shall be erected on at least the fullest extent of the canopy on broadleaf trees and half the height of conifer trees as set out in BS3998/2010 and BS5837/2012. Development shall not commence until details of the location and type of fencing have been submitted to and approved in writing by the Planning Authority. Thereafter the approved tree protection measures shall be fully implemented on site and remain in position throughout the construction of the development.

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

- 14 Development shall not commence until a scheme for the provision of equipped play area(s) has been submitted to and approved in writing by the Planning Authority and shall include:

- a) details of the type and location of play equipment, seating and litter bins to be situated within the play area(s);
- b) details of the surface treatment of the play area, including the location and type of safety surfaces to be installed;
- c) details of fences to be erected around the play area(s);
- d) details of the phasing of these works; and
- e) details of the future maintenance of the play area(s).

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

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

- 15 Development shall not commence until plans and elevations of the proposed bin stores and location for refuse bin collection points have been submitted to and approved in writing by the Planning Authority. Thereafter the bin stores shall be implemented as approved and retained in perpetuity.

Reason: To ensure that the bin stores and collection locations are of a size able to accommodate East Renfrewshire's recycling facilities and are acceptable in appearance.

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

Reason: In the interests of sustainable development and to accord with the requirements of the Maidenhill Masterplan Supplementary Planning Guidance

- 17 Development shall not commence until a scheme assessing the condition of the open channel/culvert under Netherplace Road to the north west of the site is submitted to and approved in writing by the Planning Authority. The scheme shall include details of the assessment demonstrating it is suitable for 1 in 200 year flows that the SUDS is to discharge into, any subsequent works required, and maintenance regime. Thereafter the open channel/culvert scheme shall fully be implemented as approved.

Reason: In the interests of sustainable development.

- 18 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.

Reason: To prevent noise nuisance to the surrounding area.

- 19 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.

- 20 Prior to the start of any construction work on phase 2 details of the affordable housing provision on plots 101 and 102 (shown on drawing E2593 L(00)200 Rev A) shall be submitted to and approved in writing by the Planning Authority. The submitted details shall allow for two no. 4 bedrooms units which cater for 7 persons. Thereafter the approved scheme shall be fully implemented.

Reason: To ensure that the provision of affordable housing on the site relates to assessed local housing need for families/larger families.

- 21 Development shall not commence on each individual phase of the development until details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.

Reason: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

- 22 Prior to commencement of the development, details of the frontage landscaping treatment along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.

Reason: To ensure that there will be no distraction to drivers on the trunk road, and that the safety of the traffic on the trunk road will not be diminished.

- 23 Prior to commencement of the development, details of the barrier proposals along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland TRBO.

Reason: To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents

- 24 There shall be no drainage connections to the trunk road drainage system.

Reason: To ensure that the efficiency of the existing trunk road drainage network is not affected.

- 25 Development shall not commence on each individual phase of the development until plans have been submitted showing the location of visitor parking spaces for the phase in question.

Reason: to ensure that the number and distribution of the visitor parking spaces are acceptable and accord with the requirements of the Council's Roads Service.

**ADDITIONAL NOTES:**

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

The applicant is required to comply with the European Council's Directive 92/43/EEC on the Conservation of Natural Habitats, the Wildlife and Countryside Act 1981 (as amended) and the Nature Conservation (Scotland) Act 2004 which provide full protection for certain plant and animal special and European Protected Species. It is illegal to capture, kill, disturb any such animal, damage or destroy breeding or nesting sites or eggs or deliberately or recklessly pick, collect, cut, uproot or destroy European Protected Species of wild plant. In addition, where it is proposed to carry out works which will affect European Protected Special or their shelter/breeding places, a licence is required from the Scottish Executive. Further information on these matters can be sought at Scottish Executive Species Licensing Team, Countryside and Heritage Unit, Victoria Quay, Edinburgh or from Scottish Natural Heritage.

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

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



Any proposals to undertake alterations to, or works on, the bank or bed of the watercourse constitutes an activity which requires to be authorised under CAR. It is therefore recommend that the applicant contact SEPA local operations team in advance of work commencing on site to discuss the regulatory requirements for the site. It is also recommend reference is made to CAR A Practical Guide and our Flood Risk Standing Advice for Engineering, Discharge and Impoundment Activities.

A Road Construction Consent is required under Section 21 of the Roads(Scotland) Act 1984. In addition a Road Bond is required under Section 17 of the Roads(Scotland) Act 1984.

East Renfrewshire Council Roads Service should be consulted regarding the specification for the formation of the necessary footway crossover.

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

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

**ADDED VALUE:**

Improvements to the proposal were achieved at the pre-application stage.

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

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

**BACKGROUND PAPERS:**

Further information on background papers can be obtained from Mr John Drugan on 0141 577 3175.

Ref. No.: 2016/0847/TP  
(JODR)

DATE: 14th June 2017

**DIRECTOR OF ENVIRONMENT**

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Reference: 2016/0847/TP - Appendix 1

**DEVELOPMENT PLAN:**

**Strategic Development Plan**

Strategy Support Measure 10 of the Strategic Development Plan relates to housing development and local flexibility and indicates that local authorities should continue to audit their housing land supply in light of prevailing housing market conditions, with a view to maintaining a five years effective housing land supply across all tenures throughout the period to 2020. This Measure goes on to indicate that where the housing supply needs to be augmented, priority should be given to bringing forward for earlier development any sites which have been allocated in the LDP for construction in the period 2020 to 2025. If further sites are needed their identification for release is to be guided by four principles.

**Adopted East Renfrewshire Local Development Plan**

Policy M2.1

M77 Strategic Development Opportunity - Malletsheugh/Maidenhill Newton Mearns

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

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

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

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

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

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

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

Neighbourhood scale retail;

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

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

Provision for a sustainable transport strategy comprising:

Public transport upgrades;

Upgrades to Aurs Road; and

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

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

#### Policy SG2

##### Distribution of New Housing

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

#### Strategic Policy 3

##### Development Contributions

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

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

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

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

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

#### Policy SG6

##### Economic Development

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

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

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

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

or redeveloped for employment purposes; or where development would bring wider economic, environmental, community or amenity benefits.

2. The Council will support the development of employment generating uses at the locations listed in Schedule 13. New employment areas will be a core component of the master plans.
3. The Council will encourage the relocation of inappropriately sited industrial and business uses to the safeguarded Business / Employment Areas listed in Schedule 12.
4. New tourism related developments will be supported provided they can satisfy the requirements of Strategic Policy 2 and other policies of the Plan.

#### Policy SG8

##### New Development and Business Improvement Districts

The Council will support new retail and complementary development at the locations shown on the Proposals Map and as listed in Schedule 15. 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.

The Council will also continue to support the Business Improvement Districts at Clarkston and Giffnock and support the establishment of Business Improvement Districts for the other town centres as shown on the Proposals Map and Schedule 16. The Council will also support the establishment of a Rural Business Improvement District and a Tourism Business Improvement District.

#### Policy D13

##### Community, Leisure and Educational Facilities

The Council will safeguard and, where appropriate, undertake improvements to existing facilities. New facilities should be located where they are accessible by a range of transport modes. The provision of community, leisure and educational facilities will be a core component of any master plan.

Proposals which would result in the loss of existing community/ leisure/educational facilities will only be supported where it can be clearly shown that:

Appropriate alternative local provision of at least equivalent suitability and accessibility will be provided;  
or

That the existing use is no longer required/viable; or

There is no demand and the facility is incapable of being made viable or adapted for other community, leisure or educational uses.

The Council will support the implementation of the projects listed in Schedule 7.

#### Policy SG1

##### Housing Supply

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

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

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

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

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

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

#### Policy SG3

##### Phasing of New Housing Development

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

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

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

#### Policy SG5

##### Affordable Housing

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

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

#### Policy D1

##### Detailed Guidance for all Development

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

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be of a size, scale, massing and density that is in keeping with the buildings in the locality and should respect local architecture, building form, design, and materials;
3. The amenity of neighbouring properties should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Planning Guidance;
4. The development should not impact adversely on landscape character or the green network, involve a significant loss of trees or other important landscape, greenspace or biodiversity features;
5. Developments should incorporate green infrastructure including access, landscaping, greenspace, water management and Sustainable Urban Drainage Systems at the outset of the design process. Where appropriate, new tree or shrub planting should be incorporated using native species. The physical area of any development covered by impermeable surfaces should be kept to a minimum to assist with flood risk

management. Further guidance is contained within the Green Network and Environmental Management Supplementary Planning Guidance;

6. Development should create safe and secure environments that reduce the scope for anti-social behaviour and fear of crime;
7. Developments must be designed to meet disability needs and include provision for disabled access within public areas;
8. The Council will not accept 'backland' development, that is, development without a road frontage;
9. Parking and access requirements of the Council should be met in all development and appropriate mitigation measures should be introduced to minimise the impact of new development. Development should take account of the principles set out in 'Designing Streets';
10. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the development;
11. Developments should include provision for the recycling, storage, collection and composting of waste materials;
12. Where possible, all waste material arising from construction of the development should be retained on-site for use as part of the new development;
13. Where applicable, new development should take into account the legacy of former mining activity;
14. Development should enhance the opportunity for and access to sustainable transportation, including provision for bus infrastructure, and particularly walking and cycle opportunities including cycle parking and provision of facilities such as showers/lockers, all where appropriate. The Council will not support development on 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 D7

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

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

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

#### Policy D8

##### Natural Features

There will be a strong presumption against development where it would compromise the overall integrity of Local Biodiversity Sites, Tree Preservation Orders and ancient and long established woodland sites.

Development that affects a site of special scientific interest will only be permitted where:

The objectives of designation and the overall integrity of the area will not be compromised; or

Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

The location of Sites of Special Scientific Interest, Local Biodiversity Sites and Tree Preservation Orders are identified on the Proposals Map and referred to under Schedule 1.

Planning permission will not be granted for development that is likely to have an adverse effect on protected species unless it can be justified in accordance with the relevant protected species legislation.

Further detailed information and guidance is set out in the Green Network and Environmental Management Supplementary Guidance, including criteria against which development proposals within or in close proximity to the natural features outlined above will be assessed.

Through Dams to Darnley Country Park the Council will promote the designation of a Local Nature Reserve at Waulkmill Glen as shown on the Proposals Map. This will be undertaken in partnership with Glasgow City Council and in conjunction with Scottish Natural Heritage.

#### Policy D9

##### Protection of Outdoor Access

There will be a strong presumption against proposals which have an adverse impact upon outdoor access including core paths, rights of way as shown on the Proposals Map and referred to under Schedule 1 and other important access provision unless a satisfactory alternative route is provided.

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

#### Policy D13

##### Community, Leisure and Educational Facilities

The Council will safeguard and, where appropriate, undertake improvements to existing facilities. New facilities should be located where they are accessible by a range of transport modes. The provision of community, leisure and educational facilities will be a core component of any master plan.

Proposals which would result in the loss of existing community/ leisure/educational facilities will only be supported where it can be clearly shown that:

Appropriate alternative local provision of at least equivalent suitability and accessibility will be provided;  
or

That the existing use is no longer required/viable; or

There is no demand and the facility is incapable of being made viable or adapted for other community, leisure or educational uses.

The Council will support the implementation of the projects listed in Schedule 7.

#### Policy D18

##### Airport Safeguarding

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

#### Policy E3

##### Water Environment

There will be a strong presumption against development that is likely to have an adverse effect on the water environment. Development should not compromise the objectives of the Water Framework Directive. In assessing proposals, the Council will take into account the River Basin Management Plan for the Scotland River Basin District.



## 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 E5

### Surface Water Drainage and Water Quality

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

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

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

## Policy E6

### Waste Water Treatment

Connection to the public sewerage system is required for all new development proposals. The only exceptions are:

In rural areas where no public sewerage system exists and connection into a public sewerage system is not physically or economically viable;

If a development cannot connect to an available public drainage infrastructure directly, possibly through a lack of capacity or through the timing of completion of works, planning permission may be granted on the basis that the development will be served by a private treatment plant on a temporary basis but will be required to connect to the public drainage infrastructure when capacity becomes available;

Proposed development should be effectively served by the foul sewerage network and where possible discharge to the public system. A private system will only be acceptable in exceptional circumstances and, in this instance, Scottish Environment Protection Agency's guidelines and policies must be adhered to.

In all circumstances the proposals should not pose or add to an environmental risk as a result of cumulative development

### **GOVERNMENT GUIDANCE:**

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

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

Scottish Planning Policy on Managing Flood Risk and Drainage indicates the planning system should promote a precautionary approach to flood risk from all sources; flood avoidance by safeguarding flood storage and conveying capacity, and locating development away from functional flood plains and medium to high risk areas; flood reduction by assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible; and avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems and minimising the area of impermeable surface. To achieve this, the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity.