

**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
6th April 2016

Reference No: 2015/0504/TP

Ward: 2

Applicant:

Bett Homes and the Layden Family
c/o Bett Homes
Argyll Court
The Castle Business Park
Stirling
FK9 4TT

Agent:

Geddes Consulting
The Quadrant
17 Bernard Street
Edinburgh
EH6 6PW

Pages 5-26

Site: Site encompassing Lyoncross, Aurs Road, Barrhead, East Renfrewshire

Description: Residential development and associated infrastructure, landscaping and engineering works (major) (planning permission in principle)

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REPORT OF HANDLING

Reference: 2015/0504/TP

Date Registered: 30th July 2015

Application Type: Planning Permission in Principle This application is a Major Development

Ward: 2 -Barrhead

Co-ordinates: 251489/657996

Applicant/Agent:

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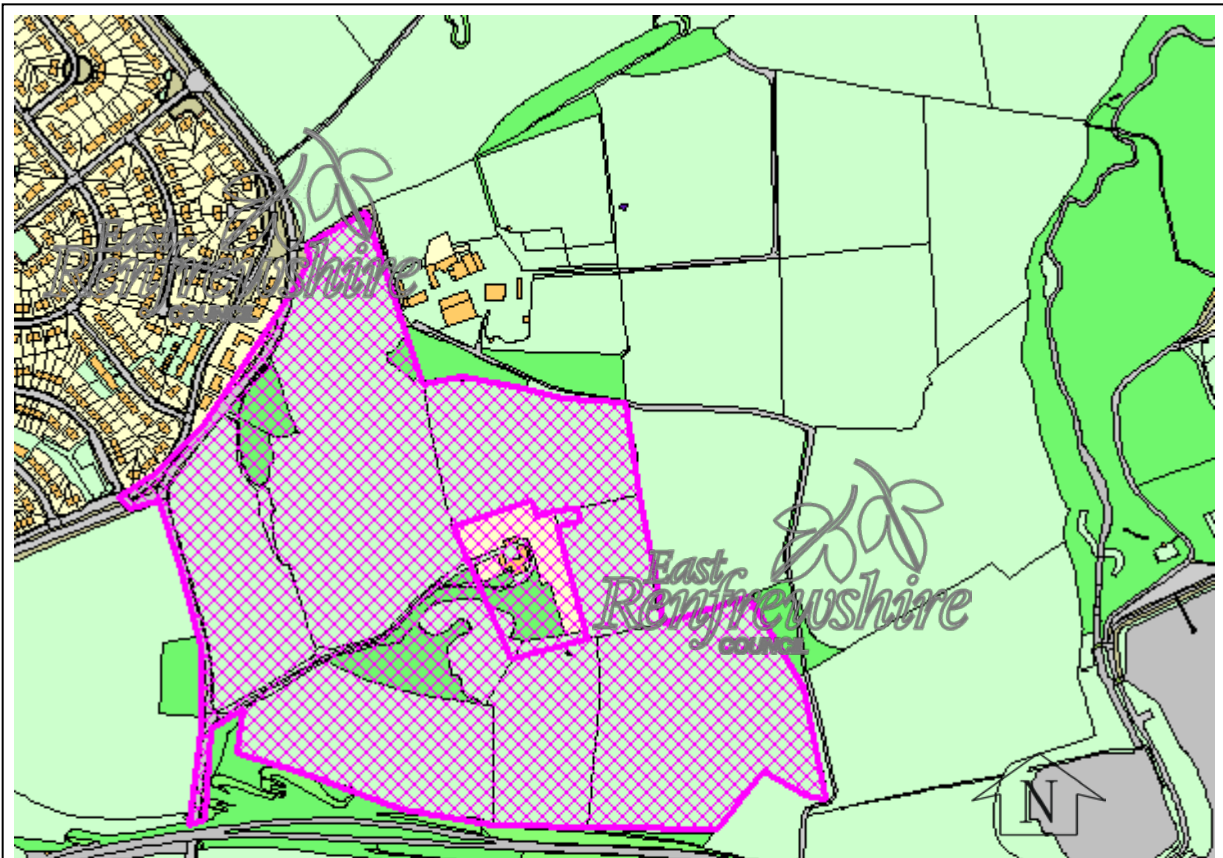
Proposal: Residential development and associated infrastructure, landscaping and engineering works (major) (planning permission in principle)

Location: Site encompassing Lyoncross

Aurs Road

Barrhead

East Renfrewshire



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CONSULTATIONS/COMMENTS:

Health And Safety Executive	No comment
East Renfrewshire Council Outdoor Access Officer	No objections.
East Renfrewshire Council Affordable Housing and Development Contributions Officer	No objections.
Glasgow Airport	No objections subject to conditions.
Barrhead Community Council	No response at time of writing.
East Renfrewshire Council Environmental Health Service	No objections subject to conditions.
Glasgow City Council	No objections.
East Renfrewshire Council Roads Network Manager	No objections subject to conditions.
Scottish Water	No response at time of writing.
West Of Scotland Archaeology Service	No objections subject to conditions.
Scottish Natural Heritage	No objections noting the submitted habitat impact mitigation measures in the Environmental Impact Assessment.
Scottish Environment Protection Agency	No objections.
Scottish Government Directorate For The Built Environment	No response at time of writing.
Coal Authority	No response at time of writing.
Network Rail	No objections subject to conditions and cognisance of practice advice.
Transport Scotland	No objections.

PUBLICITY:

18.12.2015	Edinburgh Gazette (EIA)	Expiry date 15.01.2016
14.08.2015	Barrhead News	Expiry date 11.09.2015
14.08.2015	Edinburgh Gazette (EIA)	Expiry date 11.09.2015

SITE NOTICES: None.

SITE HISTORY: None relevant

REPRESENTATIONS:

A total of 4 representations have been received:

Representations can be summarised as follows:

Traffic concerns
 Loss of greenbelt land
 Impact on right of way
 Development will be out of character with the local properties
 Construction noise
 Loss of view
 Impact on property values
 Noise from operations from Business will impact on housing.
 Concerns over damage to land

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS:

Pre-Application Consultation Report	This Report summarises the statutory pre-application consultation with the community carried out by the developer.
Planning Statement	Considers the development against national and local planning policies as well as material planning considerations. It refer to the partnership approach undertaken to date in progressing the development of the entire Barrhead SDO and concludes that the development accords substantially with its aspirations as set out in the Local Development Plan.
Transport Assessment	Assesses the existing traffic conditions/road network and traffic flow in the area. An outline of the relevant planning policies is also provided. The predicted impact of the traffic generated by the development and the accessibility of the site by car and non-car transport modes is also assessed. It concludes that the site is well located in relation to existing walking, cycling and public transport facilities and the potential traffic generated by the development can be accommodated although within the existing highway infrastructure, improvement will be necessary.
Environmental Impact Assessment	The Assessment has been submitted to identify the likely environmental impacts of the proposed development and assesses the significance of the impacts and outlines mitigation measures.

ASSESSMENT:

This is a Major Development under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations as the site area exceeds 2 hectares and the application has been accompanied with an Environmental Impact Assessment. As a consequence the application has to be presented to the Planning Applications Committee for determination.

Proposed development

Planning Permission in Principle (PPIP) is being sought for a Major residential development and associated infrastructure, landscaping and engineering works at an area known as Lyoncross on an elevated site to the south east of Barrhead. The site is approximately 22 hectares and extends across a landscape of varying character and mixed topography. It is predominantly of a rural/agricultural nature currently associated with Lyoncross House, a Category C listed building sitting on a high central position when viewed from Aurs Road. Lyoncross house is not part of the application site but is effectively encompassed by it.

The northern portions of the site terminate in fields at a markedly lower level than Lyoncross House. Its west side is bounded by Aurs Road as it travels up to and passing under the Glasgow/Neilston railway line towards Balgray Reservoir and then Newton Mearns. Its southern portions are bounded by the same railway line.

The application site also extends across sections of the Dams to Darnley Country Park which itself is centred on the Gorbals Reservoir complex to the south and east of Barrhead.

There are several groupings of trees in the site and given its existing rural nature there are also significant sections of hedging both framing and traversing the site. An overhead 133Kv power line also traverses the site running broadly north east to south west.

The application is for Planning Permission in Principle for approximately 190 units and an indicative masterplan layout plan has been submitted with the application. That layout indicates a number of proposed residential areas, two principal access points from Aurs Road into the site, and a landscaped framework within which the housing areas will be set. There will also be an internal distributor and access roads, new footways and pedestrian access links and service infrastructure. It should be noted that although a new car park for the Dams to Darnley Country Park is shown on the indicative layout this does not form part of this application. Other areas whilst within the application site will be left largely free of significant development.

Scottish Planning Policy

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

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

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

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 therefore allocate sufficient land which is effective, or likely to be capable of becoming effective, so as to deliver the scale of house completions required across all tenures both in the period to 2020, and from 2020 to 2025. The allocation of this as a housing development site in the Local Development Plan accords with this requirement.

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 year 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.

The site has been identified as a housing development site through the preparation and adoption of the Local Development Plan and therefore contributes to the effective housing land supply. The site also conforms to the vision of the LDP of planned growth.

The application site therefore accords with the Strategic Development Plan and the proposed development has to be assessed further against the relevant policies of the adopted Local Development Plan.

Adopted East Renfrewshire Local Development Plan

The application requires in the first instance to be considered against the terms of the Development Plan. In this instance the Development Plan comprises the adopted East Renfrewshire Local Development Plan (LDP). This document confirms firm policy support for housing in the site via the Barrhead South Strategic Development Opportunity (SDO). The SDO is large and the Council undertook a programme to assist and guide the development of this area and in partnership with relevant parties including landowners, developers, key agencies, etc, produced a Masterplan. Policy M1 of the LDP refers to Master Planned sites. The Masterplan is now formally adopted as Supplementary Planning Guidance (SPG) which in itself is part of the LDP.

The Masterplan identifies a SDO site that stretches for a distance of over 2km across the south of Barrhead, from beyond Springhill Road in the west to beyond Lyoncross House. The main policy of the LDP supporting the development of the SDO is Policy M2.2. It confirms a number of elements proposed in the SDO to be developed over a lengthy timeframe, including:

The development of over 1000 new homes areas across mixed tenures and house types; neighbourhood centre and new rail halt; community and leisure facilities; business and employment opportunities; a high quality landscaped environment; and enhancement of the Dams to Darnley Country Park.

The Lyoncross site is identified in the LDP as being capable of accommodating approximately 170 units. The Masterplan indicates an anticipated build out at Lyoncross of approximately 180 units. Areas to be developed for housing are depicted in an indicative layout in the Masterplan. These take cognisance of constraints on the site and the overhead power line which is framed by a 30m wide buffer zone each side. Other elements are also outlined in the indicative Masterplan layout including pedestrian links and a new visitor car park for the Dams to Darnley Country Park closer to the eastern extremity of the Lyoncross site.

The indicative layout submitted with the application now depicts residential development areas that are considered to accord with those adopted in the SPG. Initially this layout indicated a proposal to remove two smaller areas identified for housing in the SPG. These areas identified as area A and B extended to approximately 0.84 ha combined.

The applicants confirmed that the reason for their removal was due to viability considerations. The reasons offered for the removal of these areas related to a combination of factors including the topography of the site, the level of engineering works necessary the cost of bridge elements and the number of units that could be viably delivered. To compensate for their removal it was proposed in principle to develop two new areas of housing beyond the scope of the SPG, noted in combination as area C. These new areas involved approximately 2.4 ha, and extended into areas that had been determined in the adopted Masterplan as being left substantially clear of development, for landscape and visual amenity reasons.

This change in residential development areas was considered to conflict with the LDP and after discussions with the applicant the indicative plan has been altered to accord more closely with the SPG. One small area close to the junction with Springhill Road remains excluded in the indicative layout. The loss of this small discrete area has been noted and its removal is not considered to be significant in terms of the LDP. Accordingly it is considered that the application is in accordance with the Development Plan and therefore Planning Permission in Principle should be approved unless material considerations indicate otherwise.

The development is also subject to the Council's affordable housing and development contributions policies as detailed in Policy SG5 and Strategic Policy 3 and supported by the associated SPGs. The developer is aware of the specific master plan requirements in terms of affordable housing. 25% on-site provision will be required which will likely mean a provision of more than 40 new affordable units.

The exact number of affordable houses is at this stage not finalised. As outlined above the capacity of the identified residential development areas has been estimated as between 170 and 182 units (the applicants consider that 190 is achievable). The final number will only be confirmed through a later application for the Approval of Matters Specified In Conditions or indeed a full planning application. However the housing mix (including specific types and sizes), distribution on site, is outlined in the Masterplan SPG and this will require to be addressed by a legal agreement.

The development contributions required in line with Strategic Policy 3 have also been determined again these will be secured by a legal agreement. The agreed development contributions are to be used towards wider community facilities (community halls, libraries and sports), parks and open space, green network, (including potentially the provision of the Dams to Darnley Country Park Car Park), access roads and transportation links.

Environmental Impact Assessment

An Environmental Impact Assessment (EIA) has been submitted by the applicants and is informed by an earlier EIA Scoping Opinion adopted by the Council. This Opinion advises on areas to be considered and assessed in the EIA. It should be noted that the EIA that was initially submitted was supplemented by additional Environmental Information in support of the development of the two new additional areas of housing. This additional information concentrated more on the landscape and visual impact on these areas relative to the core areas of the Dams to Darnley Country Park.

The EIA outlines the regulatory background, the methodology applied in its preparation, a project description and identifies the matters that the applicants considers are most relevant to this development. The main subjects/topics of the EIA are as follows: Planning Policy Framework; Landscape and Visual Impact; Ecology; Noise and Vibration; Air Quality; Hydrology; Transport; Aviation; Ground Conditions and Construction Impacts; and an appendix addressing Cultural Heritage. The following is an assessment of the topics/subject matter in the EIA.

Planning Policy Framework

Explains the planning/policy background to the proposed development and identifies the relevant planning policies that require to be addressed. It is considered that the planning policy framework is adequately assessed in this instance.

Landscape and Visual Impact

This chapter assesses the potential landscape and visual impact of the proposal. The methodology is explained as is the consideration of the impacts of the proposal. It presents a series of viewpoints of the site from a number of selected viewpoints. These are used as a mechanism to assist in this consideration of the level of significance of the change the proposal will have on these viewpoints.

By its nature large scale residential development will have a significant direct impact on the landscape both internal to the site and externally. Key characteristics of the landscape and visual amenity of the area were identified and mitigation measures identified to address the predicted impacts. These measures are addressed mainly by primary mitigation, in effect not developing the more sensitive landscape areas. These were identified as being the new urban fringes that will be formed with the greenbelt to the south and the core areas of the dams to Darnley Country Park. The additional mitigation of layout design and identifying the residential areas and associated landscaping is also factored into the assessment process.

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

Scottish Natural Heritage has also considered this matter and has confirmed that they are satisfied with conclusions drawn. They acknowledge the relationship with the Dams to Darnley Country Park and the proposed management of the transition between the undeveloped areas and the residential pockets.

The impact of the planned release of this site for housing must be acknowledged as are the visual impacts which are unavoidable in this instance. The assessment of the impacts with the intended mitigation measures are considered acceptable.

Ecology

The EIA outlines the approach to the assessment of the impact the proposal may have on the ecology of the site. This includes an assessment of the existing situation in and around the site through habitat surveys. These identify the extent and type of the species present including any protected species (ie bats).

The impacts of the proposal across construction phases (including potential tree felling) and the final build out on these resources is assessed and measures intended to mitigate these impacts are described. These measures include the provision of a Landscape and Habitat Management Plan that will address a number of considerations including species handling/surveys improved diversity of the site, increased woodland cover, introduce ecologically designed SUD's ponds and the removal of non-native invasive species.

SNH have also considered this section and indicate that they do not anticipate significant issues to arise. The presence of a bat roost in the area is noted but this is outwith the application site.

It is considered that the EIA assesses the ecological value of the site and the likely impacts on habitats and species appropriately. The details of the habitat management plan can be secured by means of conditions should the development be approved. The habitat management plan will require updated species surveys.

Noise and Vibration

The noise impact of the proposal in terms of construction activities and post construction is assessed as is the impact of existing noise sources on the proposed new housing areas. Notably this noise impact is from roads, the adjacent rail network and the commercial activity at North Brae Farm.

These aspects are considered and the level of significance determined. It is concluded that whilst the sensitivity of the new receptors (i.e. new houses) is high, the magnitude of the noise impact is assessed as negligible when the recommended mitigation of siting, screening, noise reduction devices (including acoustic screening). The proposed mitigation measures include the construction of acoustic fencing along certain boundaries. Other mechanisms are recommended to the effect that acceptable internal night-time noise levels could be achieved with bedroom windows closed and the installation of trickle vents to provide sufficient ventilation be installed.

The Council's Environmental Health Service has considered this matter and advised that additional mitigation should be provided as it is their policy that satisfactory noise levels should be achieved with the bedroom windows open at least 10 to 15cm for ventilation. They accordingly recommend that further mitigation measures be incorporated into the layout of the site and the design of individual houses e.g. these extend to simple design matters of avoiding locating noise-sensitive rooms facing the noise sources - road, rail and commercial facilities and to consider acoustic screening in certain areas.

Environmental Health's position is noted however it is not fully reflected in Planning Policy. Scottish Government Planning Advice Note 2/2011: Planning and Noise acknowledges that this position understandably preferred by Environmental Health may not be achievable in some instances.

The full consideration to the noise impact assessment in terms of house design/site layout will be carried out the detailed application stage. This could include such measures as internal and external mitigation measures and extend across matters including the internal design of houses their relationship and orientation to noise sources and external screening (potentially acoustic screening). There should be scope for the siting and design of the housing area identified to the west of North Brae Farm to achieve a satisfactory amenity standard of prospective residents.

Strathclyde Passenger Transport has not commented significantly on the noise/vibration impact information but have referred to the management of the boundaries where the residential development areas are in closer proximity to their assets.

The conclusions drawn in respect of this chapter are acknowledged and accepted as is the suggested mitigation measures.

Transport

This chapter considers the traffic generated by the development including construction and post construction. It refers to the more detailed Transport Assessment (TA), and identifies some of the additional elements discussed in that document, including new or improved junctions on Aurs Road improved bus links and the pedestrianised crossing at Aurs Road. The treatment of the Aurs Road/ Springfield Road junction in this chapter is referred to as a three arm junction. It concludes that the impact attributable to this proposal will be low.

The Council's Roads Service and Transport Scotland have considered this chapter and the additional transport assessments and are satisfied with the assessment of the significance of the impacts and the conclusions drawn.

The Council's Roads Service has commented on a number of aspects including detailed matters. However as this is an application for the principle of the development not every comment is relevant at this stage. The more detailed matters will have to be assessed at the subsequent detailed application stage.

Roads Service has assessed the principal access points into the site which accord with the SPG and have confirmed that they are acceptable subject to the demonstration of appropriate sightlines, etc. The assessment also discusses the junction between Aurs Road and Springhill Road and acknowledges that it will require to be improved. The approved Barrhead South Masterplan SPG confirms the introduction of a roundabout at this junction which is necessary to manage the anticipated traffic capacity that the full SDO will generate and serve a particular residential pocket to the east of that junction. That area is no longer proposed to be developed in the applicant's masterplan.

The supporting Transport Assessment confirms that a separate planning application for this roundabout will be submitted at a later date. This application is anticipated to be made by the consortium of developers including the applicant in this instance. Nevertheless the Council's Roads Service consider given the scale of this application and the likely cumulative traffic impact that it is prudent to the secure confirmation of an appropriate scope of works at this junction through this permission as mitigation.

Transport Scotland have simply advised that they do not propose to advise against the granting of planning permission and have not advised of any conditional matters they wish applied.

It is therefore considered that the transport impacts of this development have been properly assessed.

Air Quality

This chapter assess the impact on air quality from the development. Again this is assessed relative to a baseline assessment of the existing local air quality environment and the sensitivity of likely receptors in this case mainly residential properties. Air Quality is surveyed at certain locations and the impact predicted /modelled. In terms of predicted impacts the chapter concentrates heavily on impacts during construction dust from earthworks, construction activities, etc and fumes from construction vehicles. Impact from the completed development is also assessed but these are primarily from the exhausts of vehicles.

The nature of these activities and the associated impacts are common place in larger development could reasonably result in a higher magnitude of impacts. Local sensitive receptors are limited in number and the impacts are temporary and or intermittent and also affected by weather conditions.

There is however separate legislative requirements to the management and mitigation of air quality impacts and derived industrial practices/management mechanisms on site that should be applied. More commonly this would be addressed in a Construction Environmental Management Plan and this extends to a range of measures that will be in place to readily identify any issues and apply direct mitigation in response.

The EIA concludes that the significance of the impact on air quality over the construction phase to be short term, negligible, reversible and local. When completed this is assessed as long term negligible, negative and local. Overall the effects on air quality are considered by the EIA to be not significant.

The applicants' conclusions on air quality impact are noted and are considered reasonable. The Council's Environmental Health Service has also confirmed that they accept the assessment of the impact and the management measures.

Hydrology

This chapter assesses Hydrology of the site primarily relative to the surface water movement though and across the site and the potential for flood risk. It calculates the existing conditions and predicts the effect of the proposal on those conditions.

The applicant confirms that the assessment is based on the principles of Scottish Planning Policy which requires that new development should not have significant probability of being affected by flooding and should not increase the probability of flooding elsewhere. The assessment has been informed by comment for both SEPA and Scottish Water.

It addresses a number of factors during and after construction including burn crossings, surface water, contamination and flooding.

Again much of the impacts are not unanticipated and mitigation is identified by a variety of approaches. Much of these will require to be assessed at the subsequent detailed application stage.

The EIA ultimately concludes that this impact will be at an acceptable level commensurate with applications of this nature.

SEPA have been consulted on this proposal. They have welcomed the approach to these matters and noted the general conformity with their guidance. Scottish Water have not responded at this time.

Aviation

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

The applicants suggest the utilisation of a Bird Management Plan to mitigate again this factor.

The assessment of this impact is considered reasonable. Glasgow Airport has commented on this and recommends a condition to secure this.

Cultural Heritage

This matter is addressed in an Appendix to the EIA in the form of an Archaeological Assessment. It is desk based assessment with reference to a walkover survey. It concludes that the impact should not be significant however noting the nature of such resources does accept that further investigations may be necessary. The applicant's consideration of this matter is noted and considered acceptable.

The West of Scotland Archaeology Service has noted the assessment of cultural heritage assets. Having taken cognisance of the limitations on how the assessment was carried out they recommend a mechanism to secure the fuller consideration of potential archaeological resources on site as development proceeds. This can be addressed by means of a condition if this application is approved.

Overall conclusion of EIA

In general the conclusions of the EIA do not raise unanticipated impacts. The potential environmental impacts that have been considered have been assessed against sound parameters and established methodologies. It is acknowledged that the application is for Planning Permission in Principle and therefore certain matters will consequently require to be secured/addressed by planning conditions.

Additional Supporting Information

A separate Transport Assessment has been submitted to assess the likely impact of the residential development of the site on the local road network. It concludes that the proposed development is capable of being accommodated but acknowledges that improvements are necessary. The adopted SPG confirms a new four arm roundabout at the junction of Aurs Road and Springfield Road. However noting the scope of the indicative layout the TA suggests a lesser improvement scheme for that junction at this stage. The TA concludes that a roundabout will be required in due course. The provision of new bus stops and a signalised pedestrian crossing point on Aurs Road is also mentioned. These elements all accord with the principles of the Barrhead South Masterplan.

This assessment has been considered and is considered acceptable. Comments from the Council's Roads Service have been noted above. Full confirmation of certain matters will require to be addressed by means of planning conditions if this development is approved.

In addition a more detailed plan has also been submitted relating to the formation of required SUDs ponds, associated land forming and infrastructure. Access points to these ponds are also detailed on this plan. However noting the nature of this application these matters will require a fuller assessment at a subsequent detailed application stage.

In respect of other consultation responses they do not raise any objection to the application. A number of matters have been raised that will require to be addressed or demonstrated at the subsequent detailed application stage.

In addition the Roads Service have considered the proposal and supporting flood risk assessment and also made recommendations in terms of the management of surface water arising from the site. Strathclyde Passenger Transport has commented on the transportation linkages to the site and has advised of the requirement for a new bus stop on the east side of Aurs Road.

Scottish Water has not offered comment at the stage of writing this report. It is understood that the issue of serving the entire Barrhead South SDO area site will require substantial new infrastructure. The full design of this upgrade is underway but full delivery of the upgrade is estimated to be three years away. However at this stage it is understood that there is adequate infrastructure for approximately 350 houses to be built out in the SDO before the upgrade is completed. A condition can be attached securing phasing details of the residential areas and related roads, service infrastructure and landscaping.

The developer will also have to apply separately to Scottish Water to connect to their infrastructure

Representations

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

Certain of these relate to matters of the principle of the development (i.e. loss of greenbelt land or involve speculation on detailed matters). The site has been identified as a housing development site through the preparation and adoption of the Local Development Plan. The general principle of housing development has been established and therefore does not need to be revisited.

Further concerns extend across a number of detailed considerations including number and details of house types, areas of open space, parking/access and traffic matters. These detailed matters will be assessed when further detailed applications are submitted for consideration.

There is no recorded right of way in the site.

One representation specifically refers to the anticipated impact of noise from an existing business at North Brae Farm will have on any new housing built in close proximity to their business. This aspect has been identified via the EIA and confirms a noise impact issue along the boundary with North Brae Farm but concludes that housing could be accommodated in that area subject to appropriate noise mitigation measures. The provision of mitigation measures can be addressed by means of conditions if approved.

Overall Conclusion

The overall site is identified in the adopted East Renfrewshire Local Development Plan as a housing development site covered by Policy SG2.11. The developable areas within the overall site have been refined through the adopted Masterplan. The indicative layout submitted with this application accords sufficiently with the Masterplan and as a consequence the development is considered to accord with the relevant development plan policies.

RECOMMENDATION: Disposed to Grant Planning Permission in Principle subject to a S75 agreement to secure the delivery of affordable housing contributions and development contributions.

PLANNING OBLIGATIONS: Legal agreement(s) relating to affordable housing contributions; developer contributions towards community facilities, (schools, community halls and libraries), parks and open space, green network and public car parks.

CONDITIONS:

1. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the Approved SPG Layout Plan 15001-MPDF-P001 received 3rd March 2016. The proposed layout shall be shown on a plan at a scale of 1:500 showing the position of all buildings, roads, means of access, footpaths/footways and footbridges, parking areas (distinguishing, where appropriate, between private and public spaces), and vehicular turning areas.

The layout shall accord with the principles of the adopted Barrhead South Master Plan Document dated June 2015.in respect of:

the residential development areas (with the exception of the area adjacent to the Aurs Road/Springfield Road junction)

the junction improvement works for the Aurs Road/Springfield Road junction and

the provision of a pedestrian crossing on Aurs Road and a programme for the provision of a footway on the west side of Aurs Road.

the provision of an access road to the indicated Car Park for Dams to Darnley Country Park in the south east of the application site.

It will furthermore be supported by a Transport Assessment and a Stage 1 Safety Audit in respect of the non-standard internal development roads.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

2. The layout submitted in connection with Condition 1 above shall be informed by the results of the submitted EIA Noise Impact chapter that shall be carried out in accordance with the principles of Planning Advice Note 1/2011: Planning and Noise.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

3. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to all walls (including retaining walls) and fences to be erected on site.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

4. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the trees that have been surveyed on site. This application shall provide that the tree 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 the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

5. Development shall not commence until an application for an approval of matters specified in conditions 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 proposed new junctions with Aurs Road as detailed in approved SPG Layout Plan Rev 15001-MPDF-P001 received 3rd March 2016, such application providing:

- a. A visibility splay of 4.5m x 90m x 1.05m at both access points from Aurs Road;
- b. Right turn storage lanes will be necessary to enable traffic to pass vehicles waiting to turn right into the site; and
- c. 2 No. 2m wide footways shall be provided at each access to carriageway construction level to enable emergency vehicles to drive over them if required. The carriageway should be standard asphalt construction 6m wide minimum.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

6. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to a scheme to decontaminate/remediate the site. 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;
 - iv) the phasing of the decontamination/remediation works.

Before any part of the development is occupied or brought into use the approved measures to decontaminate/remediate the site shall be fully implemented unless a phased completion or occupation is agreed as part of the approved scheme in which case the phased 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.

7. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the phasing of the development.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: In order to ensure a properly programmed development.

8. Development shall not commence until an application for approval of the following matters has been submitted to and approved in writing by the planning authority relating to the proposed landscaping at the site. Details of the scheme shall accord with the Approved SPG Layout Plan15001-MPDF-P001 received 3rd March 2016 ,and include (as appropriate):
- i) Details of any earth mounding, hard landscaping, grass seeding and turfing;
 - ii) A scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted;
 - iii) Other structures such as street furniture, play equipment;
 - iv) Details of the phasing of these works;
 - v) Proposed levels;
 - vi) Schedule of maintenance.

Details in respect of item iii) above shall extend to the provision of a minimum of three Play areas in accordance with the Adopted Barrhead South Master Plan Document. June 2015.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

9. Details submitted in pursuance of Condition 8 above shall include full details of soft and water landscaping works to be submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- the species, number and spacing of trees and shrubs
- details of any water features
- drainage details including SUDS - Such schemes must comply with Advice Note
- 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS)

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

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

10. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the proposed floor plans and elevations of all buildings and shall show dimensions as well as the type and colour of all external materials.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

11. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the type and colour of all hard surfacing materials.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

12. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the proposed ground levels throughout the site and proposed finished floor levels, in relation to a fixed datum point. The application shall include existing ground levels taken from the same fixed datum point.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

13. Development shall not commence until an application for approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the details of surface water management and Sustainable Urban Drainage Systems proposals.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

14. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to

the approval of and implementation of an archaeological watching brief, to be carried out by an archaeological organisation acceptable to the planning authority, during development work. The retained archaeological organisation shall be afforded access at all reasonable times and allowed to record and recover items of interest and finds. Terms of Reference for the watching brief will be supplied by the West of Scotland Archaeology Service. The name of the archaeological organisation retained by the developer shall be given to the planning authority and to the West of Scotland Archaeology Service in writing not less than 14 days before development commences.

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

15. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the provision of a new bus stop on the southbound carriageway of Aurs Road. The stop shall provide a hardstanding, bus stop flag, an information panel and shelter and when it is to be constructed.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: In order to ensure compliance with sustainable transport

16. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to a habitat management plan to comply with the submitted Environmental Statement from Geddes Consulting Dated July 2015.

Reason: In the interest of protecting habitat resources on site.

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

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

18. Development shall not commence until habitat mitigation programmes as referred to in the ES are implemented. Said mitigation programmes shall be in accordance with advice in the Ecology Chapter of the submitted ES from Geddes Consulting dated July 2015 and be submitted to and approved in writing by the planning authority. Thereafter the approved programmes shall be implemented on site.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure matters are acceptable at this location.

19. Details submitted in connection with Condition 18 above shall be supported by an updated bat method statement and species protection plan.

Reason: In the interest of protecting this European Protected Species.

20. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to the bin stores to be erected on site.

Thereafter the matters that are approved shall be implemented in their approved form.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure the matters are acceptable at this location.

21. Development shall not commence until an application for an approval of matters specified in conditions has been submitted to and approved in writing by the planning authority relating to a report on the ground conditions of the site having regard to former mining activities.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure matters are acceptable at this location.

22. Development shall not commence until a Mining Risk Assessment has been submitted to and approved in writing by the planning authority. Thereafter the approved programme shall be implemented on site.

Reason: To ensure the planning authority has the necessary information to determine the application and to ensure matters are acceptable at this location.

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 Species 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).

ADDED VALUE: Protection of natural features, trees, habitats and/or flora or fauna have been achieved during the processing of the application to ensure the proposal complies with the Council's Local Plan policies.

The provision for affordable housing has been achieved during the processing of the application in accordance with the Council's Local Plan policies.

The provision for community, environmental and/or economic benefit has been achieved during the processing of the application in accordance with the Council's Local Plan policies.

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

BACKGROUND PAPERS:

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

Ref. No.: 2015/0504/TP
(IAWA)

DATE: 30th March 2016

DIRECTOR OF ENVIRONMENT

Reference: 2015/0504/TP - Appendix 1
DEVELOPMENT PLAN:

Strategic Development Plan

Strategy Support Measure 10 indicates that Local Authorities should continue to audit their housing land supply in light of prevailing market conditions and other changing circumstances, with a view to maintaining a five years effective housing land supply across all tenures throughout the period to 2020. Where the 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. The SDP indicates that if further sites are needed, their identification should be guided by criteria to find the most suitable locations; that there are no insurmountable infrastructure constraints or funding; the site is of a scale capable of being completed in the next five years; the vision and planning principles of the SDP and LDP.

Adopted East Renfrewshire Local Development Plan

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 D4

Green Network

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

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

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

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

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

Policy 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.

Proposal Strat5

Strategic Development Projects

The Council is committed to the preparation of Supplementary Planning Guidance (SPG) (ie. Master Plans or Development Briefs as appropriate), to set the planning context for the development of the following sites and bring forward their implementation. These SPG's will set out the planning requirements and constraints (including environmental and access considerations) and if appropriate the Planning Gain and Affordable Housing sought for these developments.

Schedule Strat5

Ref

Location

Description

Barrhead

Strat5.1

Shanks Park

Redevelopment for business use with enabling residential development

Neilston

Strat5.2

Crofthead Mill

Restoration of Listed Building and limited enabling development for residential and industrial/business use and access/ woodland management at Cowdenhall Estate

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.

