

**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 the Planning Applications Committee on
4th November 2015

Reference No: 2014/0130/TP

Ward: 1

Applicant:

Intelligent Land Investments
The Shires
33 Bothwell Road
Hamilton
ML3 0AS

Agent:

Logan PM
12 Torphichen Street
Edinburgh
EH3 8JQ

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Site: Field east of Neilston Community Windfarm, Kingston Road, Neilston, East Renfrewshire

Description: Erection of 65 metre high wind turbine (to hub) and formation of access track and hardstanding with siting of substation building

Reference No: 2014/0228/TP

Ward: 1

Applicant:

North And South Energy Ltd
Nene Lodge
Funthams Lane
Whittlesey
Peterborough
PE7 2PB

Agent:

Partners In Planning And Architecture Ltd
Manor Mews
10 Bridge Street
St Ives
Cambridgeshire
PE27 5UW

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Site: Land circa 458m south-west of Nether Carswell, Kingston Road, Neilston, East Renfrewshire

Description: Erection of 50 metre high (to hub height) wind turbine with formation of access track and siting of substation building

Reference No: 2015/0360/TP

Ward: 5

Applicant:

Taylor Wimpey West Scotland
Cirrus
Glasgow Airport Business Park
Marchburn Drive
Paisley, PA3 2SJ

Agent:

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Site: Land to north of A726, Maidenhill, Newton Mearns, East Renfrewshire

Description: Formation of road junction off A726 Glasgow Southern Orbital with on/off access ramp and roundabout at end of access road

Reference No: 2015/0518/TP

Ward: 6

Applicant:

East Renfrewshire Council
Council Offices
2 Spiersbridge Way
Spiersbridge Business Park
Thornliebank
G46 8NG

Agent:

BDP Ltd
15 Exchange Place
Glasgow
G1 3AN

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Site: Site adjacent to south of Mearns Castle High School car park and opposite Burnhouse Brae, Waterfoot Road, Newton Mearns

Description: Erection of two denominational primary schools with non-denominational nursery provision on a single campus layout with associated access, parking and outdoor sports facilities (major)

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REPORT OF HANDLING

Reference: 2014/0130/TP

Date Registered: 5th March 2014

Application Type: Full Planning Permission

This application is a Local Development

Ward: 1: Neilston Newton Mearns North Uplawmoor

Co-ordinates: 245765/:653907

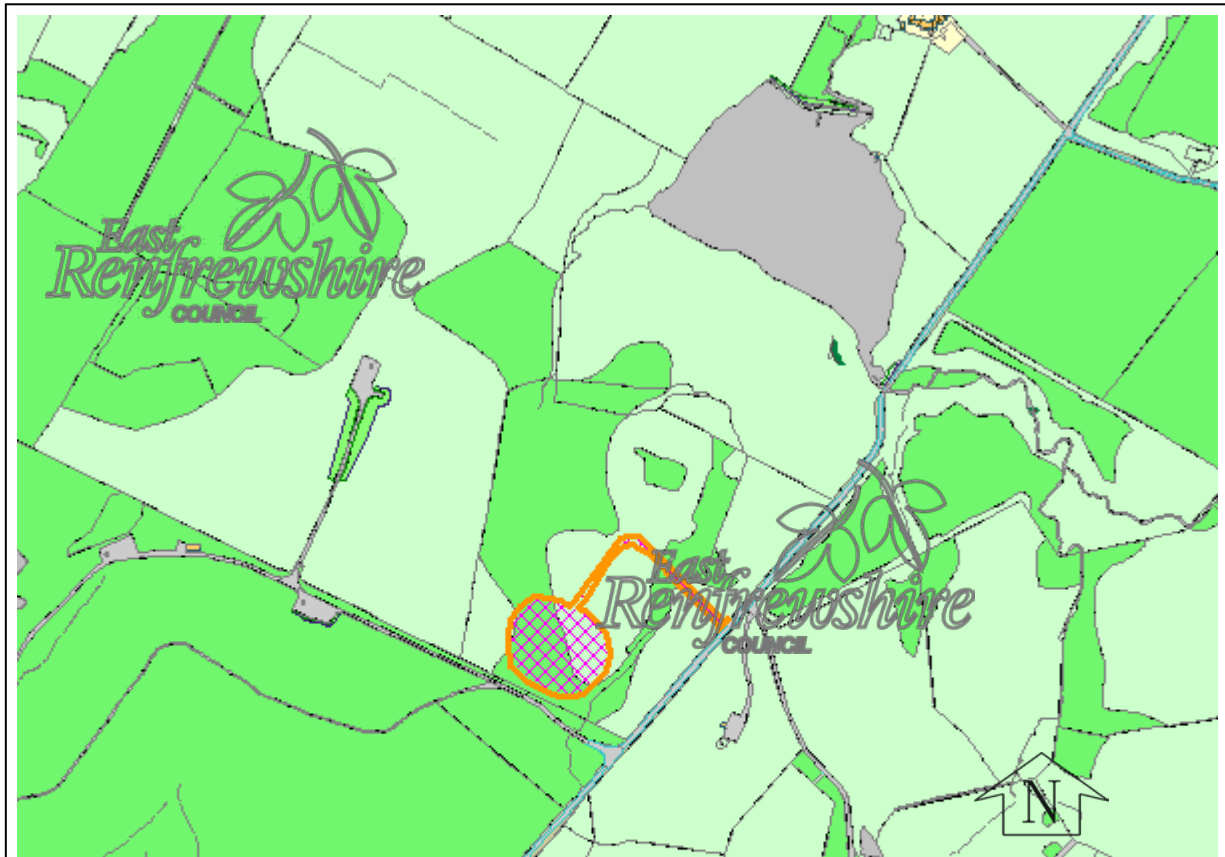
Applicant/Agent:

Applicant:
Intelligent Land Investments
The Shires
33 Bothwell Road
Hamilton
ML3 0AS

Agent:
Logan PM
12 Torphichen Street
Edinburgh
EH3 8JQ

Proposal: Erection of 65 metre high wind turbine (to hub) and formation of access track and hardstanding with siting of substation building

Location: Field east of Neilston Community Windfarm
Kingston Road
Neilston
East Renfrewshire



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CONSULTATIONS/COMMENTS:

Glasgow Airport	No objections subject to a condition regarding obstacle lights.
East Renfrewshire Council Environmental Health Service	No objections subject to conditions.
Ministry Of Defence	No objections.
Glasgow Prestwick Airport	No objections.
National Air Traffic Service	No objections.
East Renfrewshire Council Roads and Transportation Service	No objections.
Neilston Community Council	Object on the grounds of impact on environment and requirement for an Environmental Impact Assessment; impact on homesteads; visual impact.
Uplawmoor Community Council	Object as proposal will function as extension to Neilston Community Windfarm. Area already affected by visual and noise issues and impact on rural landscape.

PUBLICITY:

21.03.2014 Barrhead News Expiry date 04.04.2014

SITE NOTICES: None.

SITE HISTORY: None

REPRESENTATIONS:

A total of 75 representations have been received which includes 17 letters of support.
Representations can be summarised as follows:

The objections can be generally summarised as follows:

No/requires Environmental Impact Assessment
Issues with Screening Opinion
Located on and extension to the Neilston Community Windfarm site
Inadequate ecological survey/impact on wildlife
Outwith Area of Search in Greenbelt
Several turbines in the area/cumulative effect
Noise nuisance
Visual impact
Adverse impact on residential amenity
Adverse impact on landscape
Flicker
Distraction from red warning lights

The support can be generally summarised as follows:

Located to minimise potential negative effects/grouped together
Benefits of renewable energy
Community benefits

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS:

Acoustic Report	Assesses the potential noise impacts from the development on the surrounding residential receptors. Concludes that no significant cumulative noise impact would occur at neighbouring properties. Planning conditions in line with normal standards would be appropriate.
Ecological Report	Indicates low impact on wildlife and habitats within and adjacent to site. No roosting potential for bats; no suitable nesting opportunities; no evidence of badgers or otters and no significant disturbance to amphibians or reptiles.
Supporting Statement	The document provides an assessment on a range of matters including siting, design, construction, ecology, and noise, national and local policies. Concludes that the development accords with the Development Plan

ASSESSMENT:

This is a Local Development under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 because the generating capacity of the turbine does not exceed 20 megawatts. However, the application requires to be submitted to the Planning Applications Committee for determination as more than 10 objections have been received.

The site is located on the west side of Kingston Road in a field adjacent to the Neilston Community Wind Farm which comprises four 65m high turbines to hub height (110m to tip) and within the Greenbelt. The area is characterised by undulating grass land and marsh punctuated by groups of trees and isolated houses/farms. There is an existing 50m high turbine (77m to tip) on the opposite side of Kingston Road, approved under 2011/0290/TP, and man-made structures in the vicinity including electricity pylons. The nearest residential property is Nether Carswell Farm which is approximately 670m from the proposed siting of the turbine.

Planning permission is being sought to erect a 65m high to hub height turbine (110m to tip) with three blades at a radius of 45m and a generating capacity of 2500 kilowatts. The turbine would be located approximately 160m from the roadside and 50 to 80m from the boundary of the windfarm. A small control building/sub-station would be located adjacent to the turbine and would comprise a prefabricated structure 3.1m by 4.1m and 2.5m high on a slab foundation. A new access track would be required for construction and maintenance of the wind turbine and will be approximately 4.5m wide over an approximate length of 200m. An area of hardstanding adjacent to the turbine will provide parking for service vehicles. It is anticipated that the turbine will have an operational life of 20 to 25 years. All above ground equipment would be removed following decommissioning.

The proposed development required a Screening Opinion to be adopted under the terms of the Environmental Impact Assessment Regulations because its hub height exceeds 15 metres. The adopted Screening Opinion determined that an Environmental Impact Assessment was not required. It should be noted that a third party submitted a request to the Scottish Ministers to adopt a Screening Direction. The Scottish Ministers, after due consideration, determined that the proposed development is not likely to have significant effects on the environment and as such directed that an Environmental Impact Assessment is not required.

The application requires to be assessed against Scottish Planning Policy on Delivering Heat and Energy (SPP), Scottish Government advice for onshore wind turbines, the Glasgow and the Clyde Valley Strategic Development Plan (SDP) and the adopted East Renfrewshire Local Development Plan and any material considerations.

The Scottish Government Policy on Delivering Heat and Energy is contained in Scottish Planning Policy (SPP) and the current target is for 30% of Scotland's overall energy demand to be generated from renewable sources by 2020 with 100% of electricity demand from renewable

sources by 2020. The SPP sets out guidance for the consideration of applications for a range of renewable energy proposals, including wind farms, and encourages the use of the development plans to support and encourage renewable technologies. Further advice has been issued by the Scottish Government on the range of matters to be considered in determining applications for onshore wind turbines. These matters include net economic development, landscape and visual impacts; cumulative impacts; impacts on wildlife and habitat, ecosystems and biodiversity; impact on communities; aviation matters and road traffic impacts.

The Glasgow and the Clyde Valley Strategic Development Plan (SDP) which was approved in May 2012 identifies potential areas of search for major wind farms (i.e. those with a generating capacity of 20MW and above). Although the application site is within the Broad Areas of Search for significant wind farms the proposal is for a single turbine and as a consequence it is not considered to be an issue at the strategic level.

The site is located within the Greenbelt in the adopted East Renfrewshire Local Development Plan and Policy D3 presumes against developments within the Greenbelt which are not related to agriculture, forestry, outdoor recreation, renewable energy and other uses appropriate to the rural area. Sympathetic consideration will be given to proposals subject to compliance with other Development Plan policies.

Policy E1 supports renewable energy proposals in appropriate locations with the assessment of such developments based on the principles set out in the aforementioned Scottish Planning Policy.

The main issues are considered to be whether the site is an appropriate location for this type of development and if there would be an adverse impact on the rural location and landscape.

Wind turbines by their very nature can be intrusive in the landscape as their locations are dictated by good wind exposure. The site is not within a national landscape designation and is not particularly valued for landscape or scenic reasons. The site is within a Rugged Upland Farmland Landscape Character Type. This landscape character type is located to the north and south of the Lavern Valley and includes the upland fringes either side of Neilston and Uplawmoor, extending into Renfrewshire. This landscape character type generally features rugged, hummocky landforms and craggy bluffs. The key characteristics, features and qualities of this landscape character type are considered to be rugged landform comprising rocky bluffs and shallow troughs with pastoral farming dominating. It is considered that although this landscape has limited capacity for medium and large wind energy development, turbines of different sizes may be accommodated within the landscape. The area is punctuated by existing turbines and large electricity pylons which have an impact on the landscape both locally and in the wider area. It is considered that, at the proposed site, the landscape has the capacity to accommodate another turbine without having a significant adverse visual impact on the landscape.

The applicant has submitted a landscape and visual impact assessment within a 35km radius of the site with the focus on ground within 10km of the proposed site. The Zone of Theoretical Visibility (ZTV) is fairly consistent and is mainly confined to the north-east and south-west across the 5km radius intervals and corresponds with the Zone of Theoretical Visibility for the existing Neilston Community Windfarm. Six viewpoints have been included in the assessment (Commore Dam, Neilston Pad, B769, Neilston, by Queenseat Hill and Uplawmoor). Overall, the assessment concludes that the proposed turbine would be seen in the context of the existing Neilston Community Windfarm and would appear as an addition to the existing group of four turbines.

In terms of consultation responses, it is noted that with the exception of Neilston and Uplawmoor Community Councils, Glasgow Airport, Glasgow Prestwick Airport, the MOD and NATS have no objections to the proposal.

The Council's Environmental Health Service is satisfied with the estimated noise impact calculations provided by the applicant. However, given the number of turbines in the area, the Environmental Health Service has recommended a number of conditions including monitoring of the noise generated by this turbine.

The Council's Roads Service has no objections, subject to appropriate conditions regarding the site access.

In terms of the objections that have been received and have not been considered above, the following comments are made.

The site is not located within a defined Local Biodiversity Site, Tree Preservation Order or Site of Special Scientific Interest. The submitted Ecology Report concludes that the proposal will not have an adverse impact on existing habitats or protected species. It is not considered that the proposed turbine will adversely impact habitats or wildlife.

Shadow flicker is not generally considered as an issue at distances 10 times greater than the diameter of the blades (900m in this case) and outside an angle of 130 degrees either side of north from the turbine. There are no buildings within this zone and shadow flicker is not considered to be an issue in this case.

The red obstacle lights are required for aviation safety. In this case, Glasgow Airport advises that, without a static red light, the proposal would conflict with safeguarding criteria. Local concerns regarding the visual and cumulative impact of the red lights at the application site and the locality do not outweigh the requirement for aviation safety.

It is acknowledged that there are several operational and approved turbines in the locality and the wider area which inevitably has a visual impact on the landscape. However, in this case, the proposed turbine would be viewed in the context of the Neilston Community Windfarm, the electricity pylons and the existing turbine at Nether Carswell which is considered to lessen the visual impact. As previously discussed, the site and the immediate area are not within any national landscape designations and as such there is no requirement to consult with Scottish Natural Heritage (SNH). Recent documents produced by SNH relating to small scale energy proposals are purely for information and advice. Any future planning applications will continue to be assessed against the relevant Development Plan policies and material planning considerations.

Overall conclusion

Government Guidance and Development Plan policies support and encourage the principles of sustainable developments including windfarms/wind turbines. Taking account of all these matters, it is considered that the proposal is acceptable and can be erected without significant additional detriment to the landscape. The turbine will also be viewed in the context of the existing Neilston Community Windfarm as well as electricity pylons and the existing turbine at Nether Carswell. Any issues raised by consultees can be addressed by planning conditions. There are no material considerations that would justify setting aside the Local Plan policies and refusing the application.

It is recommended that the application be approved subject to conditions.

RECOMMENDATION: Approve subject to conditions.

PLANNING OBLIGATIONS: None

CONDITIONS:

1. At wind speeds not exceeding 10m/s, measured or calculated at a height of 10m above ground level, the aggregate (i.e. cumulative wind speed from the proposed turbine plus others operational and in planning as at the date of consent) wind turbine sound pressure level shall not exceed:

During Night Hours, 38dB LA90,10min or the Night Hours LA90,10min background noise level plus 5dB(A), whichever is the greater.

During Daytime Hours, 35dB LA90,10min or the Daytime Hours LA90,10min background noise level plus 5dB(A), whichever is the greater.

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The applicable noise limit for dwellings with a financial interest in the wind turbine development is 45dB LA90, 10min or the background noise level plus 5dB(A) at all times

This condition shall apply at any point within 15m from any dwelling which does not have a financial interest in the wind turbine development for daytime levels and at the façade of the dwelling for night-time levels. "Night Hours" means 23:00 - 07:00 hours on all days. "Daytime Hours" means 07:00 - 23:00 hours on all days.

Reason: To prevent noise nuisance to the surrounding area.

2. The wind turbine operator shall log wind speed and wind direction data continuously and shall retain the data, which has been obtained for a period of no less than the previous 18 months. The data shall include the average wind speed (in m/s) for each 10 minute period. The measuring periods shall be set to commence on the hour and in 10 minute increments thereafter. The wind speed data shall be made available to the Planning Authority on request. The data shall be provided on a Microsoft Excel spreadsheet in electronic format or other format agreed with the Planning Authority. The wind speed shall be measured at a height of 10m, or derived and normalised to 10m height. Reason: In the interests of retaining a level of control over any changes in the noise from the wind farm, or any differences in the actual noise from the projected noise from the site.

Reason: In the interests of retaining a level of control over any changes in the noise from the wind farm, or any differences in the actual noise from the projected noise from the site.

3. The wind turbine operator shall measure, at his own expense, the level of noise emissions from the wind turbine within the first year of the operation of the turbines, and every two years thereafter. The noise emissions shall be measured at selected residential receptors submitted to and agreed in writing with the planning authority. The frequency of measurement of the level of noise emissions will be subject to review every 2 years by the planning authority. The results of any measurement exercise shall be forwarded to the planning authority as soon as is practicable, and should it be found that the noise levels referred to in condition 1 above are exceeded the wind turbine operator shall take steps forthwith to ensure that noise emissions from the wind farm are reduced to, or below the prescribed noise levels.

Reason: In the interests of retaining a level of control over any changes in the noise from the wind turbine, or any differences in the actual noise from the projected noise from the site.

4. If the tonal noise emitted by the development exceeds the threshold of audibility by 6.5 dB or more, then the acceptable noise level shall be reduced by 5dB, always providing that the definition of audibility for the purposes of this condition shall be as described in 'The Assessment and rating of Noise from Wind Turbines (ETSU-R-97)'.

Reason: To prevent noise nuisance to the surrounding area.

5. Following a complaint regarding noise from the turbines being received, the operator should be required to appoint a suitably experienced and qualified independent third party to assess the noise levels and to provide a written report to the planning authority. The operator may then be required to adopt appropriate noise mitigation measures.

Reason: To prevent noise nuisance to the surrounding area.

6. Development shall not commence until the details of the access to the public road have been submitted and approved in writing by the planning authority. The details to be submitted shall provide sight lines of 2.5 metres x 215 metres x 1.05 metres in both

directions at the proposed junction; road width of a minimum of 5 metres; the first 5m to be hardstand and surface water drainage arrangements which should be contained within the site and gates which should be set back from the public road. Thereafter, the access should be implemented as agreed.

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

7. Obstacle lights shall be placed at the highest point on the turbine hub. These obstacle lights must be steady state red lights with a minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of the of "CAP 168 Licensing of Aerodromes" (available at www.caa.co.uk/srg/aerodrome)

Reason: Permanent illuminated obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of Glasgow Airport.

8. In the event that the development hereby approved is no longer required, or is not in operation for a continuous period in excess of 6 months, it shall be removed and the site reinstated. Details of the proposed reinstatement shall be submitted for approval in writing by the planning authority within 2 months of either the equipment ceasing to be required or from the end of the 6 months period when it is not in operation, and the reinstatement work shall be completed within 3 months of the planning authority's approval of the proposed reinstatement scheme, or such other period as may be agreed in writing by the planning authority.

Reason: To ensure the removal of the turbine if it ceases to be used, and to ensure the satisfactory restoration of the site.

ADDITIONAL NOTES:

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

All waste arising from the demolition or construction activities must be removed by a licensed waste carrier.

There must be no burning on site, other than that permitted by Scottish Environmental Protection Agency by prior agreement; any such burning must not cause nuisance.

Adequate precautions must be taken to prevent nuisance from dust from the construction activities.

The MOD should be notified the date construction starts and ends.

Prior to the delivery of the wind turbines a statement is required from the developer to demonstrate that the delivery route can accommodate the proposed vehicles on which the turbines will arrive. Any alterations required to the public road will be at the applicant's expense and must be agreed with the Roads Service prior to delivery.

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:

Any background papers referred to in this report can be viewed at www.ercplanning.eastrenfrewshire.gov.uk/eplanning, where you can enter the Reference Number listed below. Any further information can be obtained from Ms Alison Mitchell on 0141 577 3117.

Ref. No.: 2014/0130/TP
(ALMI)

DATE: 28th October 2015

DIRECTOR OF ENVIRONMENT

DEVELOPMENT PLAN:**Strategic Development Plan**

Given the size and scale of the development it is not considered that government guidance is a relevant material consideration.

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 soliums 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 D3

Green Belt and Countryside Around Towns

Development in the green belt and countryside around towns as defined in the Proposals Map, will be strictly controlled and limited to that which is required and is appropriate for a rural location and which respects the character of the area.

Where planning permission is sought for development proposals, within the green belt or countryside around towns and these are related to agriculture, forestry, outdoor recreation, renewable energy and other uses appropriate to the rural area, the Council will consider them sympathetically subject to compliance with other relevant policies of the Plan. Any decision will, however, take into consideration the impact the proposals will have on the function of the green belt and countryside around towns and the viability of important agricultural land. Development must be sympathetic in scale and design to the rural location and landscape.

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

Policy E1

Renewable Energy

The council will support renewable energy infrastructure developments, including micro-renewable energy technologies on individual properties, wind turbine developments, hydroelectric, biomass and energy from waste technologies in appropriate locations. The assessment of applications for such developments will be based on the principles set out in Scottish Planning Policy (2014), in particular, the considerations set out at paragraph 169 and additionally, for onshore wind developments, the terms of Table 1: Spatial Frameworks. Where appropriate, the applicant will be required to submit satisfactory mitigation measures to alleviate any adverse environmental impacts.

The council will prepare statutory supplementary guidance which accords with the Scottish Planning Policy (2014), and which contains the full spatial framework for onshore wind energy, sets policy considerations against which all proposals for renewable energy infrastructure developments will be assessed, and provides further detailed information and guidance on renewable energy technologies

GOVERNMENT GUIDANCE:

Scottish Planning Policy on Onshore Wind indicates that planning authorities should set out in the development plan a spatial framework identifying those areas that are likely to be most appropriate for onshore wind farms as a guide for developers and communities. Development plans should also set out the criteria that will be considered in deciding all applications for wind farms of different scales, including extensions and re-powering. The spatial framework is complemented by a more detailed and exacting development management process where the merits of an individual proposal will be carefully considered against the full range of environmental, community, and cumulative impacts. Individual properties and those settlements not identified within the development plan will be protected by the safeguards set out in the local development plan policy criteria for determining wind farms and the development management considerations accounted for when determining individual applications.

REPORT OF HANDLING

Reference: 2014/0228/TP

Date Registered: 7th April 2014

Application Type: Full Planning Permission

This application is a Local Development

Ward: 1: Neilston Newton Mearns North Uplawmoor

Co-ordinates: 245874/:653322

Applicant/Agent:

Applicant:

North And South Energy Ltd

Nene Lodge

Funthams Lane

Whittlesey

Peterborough

PE7 2PB

Agent:

Partners In Planning And

Architecture Ltd

Manor Mews

10 Bridge Street

St Ives

Cambridgeshire

PE27 5UW

Proposal:

Erection of 50 metre high (to hub height) wind turbine with formation of access track and siting of sub-station building

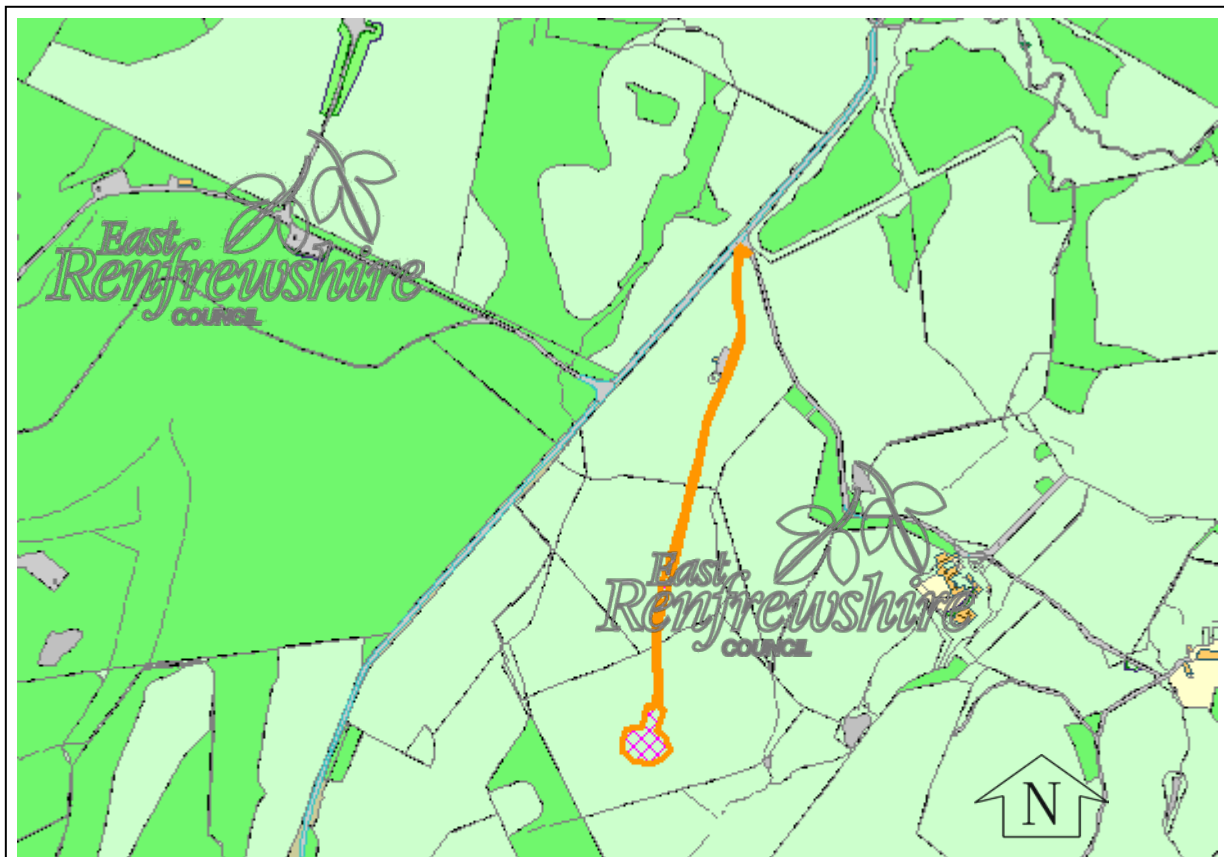
Location:

Land circa 458m south-west of Nether Carswell

Kingston Road

Neilston

East Renfrewshire



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CONSULTATIONS/COMMENTS:

Glasgow Airport	No objections.
East Renfrewshire Council Environmental Health Service	No objections subject to conditions.
Ministry Of Defence	No objections.
Glasgow Prestwick Airport	No objections.
National Air Traffic Service	No objections.
East Renfrewshire Council Roads And Transportation Service	No objections.
West Of Scotland Archaeology Services	No objections and recommends archaeological condition.
Uplawmoor Community Council	Object as significant number of turbines in the area. Additional turbine will lead to further noise and visual disturbance.
Neilston Community Council	Object/inadequate noise assessment.

PUBLICITY:

25.04.2014 Barrhead News Expiry date 09.05.2014

SITE NOTICES: None.

SITE HISTORY: None

REPRESENTATIONS:

A total of 32 representations have been received of which there is one letter of support.
The representations can be generally summarised as follows:

The objections can be generally summarised as follows:

- Increase in number of turbines in the vicinity/cumulative impact/turbine clutter
- Noise issues/inadequate noise assessment
- Adverse visual and landscape impact
- Erosion of green belt and outwith search area
- Adverse impact on wildlife/inadequate habitat survey
- Requires EIA
- Light pollution from red obstacle lights
- Impact on recreational activities/shadow flicker
- Contrary to SNH advise
- Impact on private water supply

The support can be generally summarised as follows:

Support due to the community benefits package being offered

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS

Acoustic Report	An assessment of the proposal on nearby sensitive receptors (NSR) was undertaken. The report concludes that the proposal meets the relevant criteria at all wind speeds for all NSR and for properties over 1km, there is an acceptable low level increase in noise levels.
Archaeological Report	The Report concludes that no designated or non-designated assets are recorded within the development site. Within the wider study area, some features have been identified. However, no archaeological remains would be physically affected by the proposal.
Ecological Report	The Report assesses the impact of the proposal on habitats and protected species. No issues were identified.
Electromagnetic Interference Assessment	The Report assesses the potential impact of the development on microwave links for telecommunications operators, utilities, emergency services and private businesses. No issues were identified or raised.
Planning, Design and Access Statement	The Report has been submitted in support of the application. A number of matters are considered including policy analysis, other developments and construction/decommissioning
Transport Assessment	The Report examines the access route survey for the main components of the wind turbine to access the site and concludes that the route is feasible.

ASSESSMENT:

This is a Local Development under the terms of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 because the generating capacity of the turbine does not exceed 20 megawatts. However, the application requires to be submitted to the Planning Applications Committee for determination as more than 10 objections have been received.

The site is located on the east side of Kingston Road and south west of Nether Carswell Farm and within the Green Belt. There is a single 50m high turbine to hub height (77m to tip) to the north of the site approved under 2011/0290/TP and the Neilston Community Wind Farm which comprises four 65m high turbines to hub height (110m to tip) on the opposite side of Kingston Road. The former is located approximately 80m from the road verge and is accessed by a track at the junction of Nether Carswell Farm road with Kingston Road. The area is characterised by undulating rough and marsh grasslands punctuated by small groups of trees and isolated houses and farms. The nearest residential property is Nether Carswell Farm which is approximately 450 metres from the proposed turbine.

It is proposed to erect a single wind turbine with associated equipment cabin. The turbine would be 50m high to hub, 80m to tip with 60m rotor diameter. Access to the turbine would be from a proposed extension of approximately 500m to the existing track which serves the operating turbine to the north of the site. The equipment cabin would 5m long, 2.45m wide and a flat roof 2.5m high which would be located at the head of the access track close to the proposed turbine. The turbine would be in operation for 25 years with an installed capacity of 500kW. There would be a temporary construction compound, storage area and hardstanding which would only be used during the construction and decommissioning stages. The applicant has indicated it is anticipated that there may be a need to microsite the turbine and the track by 10m and 5m respectively to take account of ground conditions.

The proposed development required a Screening Opinion to be adopted under the terms of the Environmental Impact Assessment Regulations because its hub height exceeds 15 metres. The

adopted Screening Opinion determined that an Environmental Impact Assessment was not required.

The application requires to be assessed against Scottish Planning Policy on Delivering Heat and Energy (SPP), Scottish Government advice for onshore wind turbines, the Glasgow and the Clyde Valley Strategic Development Plan (SDP) and the adopted East Renfrewshire Local Development Plan and any material considerations.

The Scottish Government Policy on Delivering Heat and Energy is contained in Scottish Planning Policy (SPP) and the current target is for 30% of Scotland's overall energy demand to be generated from renewable sources by 2020 with 100% of electricity demand from renewable sources by 2020. The SPP sets out guidance for the consideration of applications for a range of renewable energy proposals, including wind farms, and encourages the use of the development plans to support and encourage renewable technologies. Further advice has been issued by the Scottish Government on the range of matters to be considered in determining applications for onshore wind turbines. These matters include net economic development, landscape and visual impacts; cumulative impacts; impacts on wildlife and habitat, ecosystems and biodiversity; impact on communities; aviation matters and road traffic impacts.

The Glasgow and the Clyde Valley Strategic Development Plan (SDP) which was approved in May 2012 identifies potential areas of search for major wind farms (i.e. those with a generating capacity of 20MW and above). Although the application site is within the Broad Areas of Search for significant wind farms the proposal is for a single turbine and as a consequence it is not considered to be an issue at the strategic level.

The site is located within the Greenbelt in the adopted East Renfrewshire Local Development Plan and Policy D3 presumes against developments within the Greenbelt which are not related to agriculture, forestry, outdoor recreation, renewable energy and other uses appropriate to the rural area. Sympathetic consideration will be given to proposals, subject to compliance with other Development Plan policies.

Policy E1 supports renewable energy proposals in appropriate locations with the assessment of such developments based on the principles set out in the aforementioned Scottish Planning Policy.

The main issues are considered to be the whether the site is an appropriate location for this type of development and if there would be an adverse impact on the rural location and landscape.

Wind turbines by their very nature can be intrusive in the landscape as their locations are dictated by good wind exposure. The site is not within a national landscape designation and is not particularly valued for landscape or scenic reasons. The site is within a Rugged Upland Farmland Landscape Character Type. This landscape character type is located to the north and south of the Lavern Valley and includes the upland fringes either side of Neilston and Uplawmoor, extending into Renfrewshire. This landscape character type generally features rugged, hummocky landforms and craggy bluffs. The key characteristics, features and qualities of this landscape character type are considered to be rugged landform comprising rocky bluffs and shallow troughs with pastoral farming dominating. It is considered that although this landscape has limited capacity for medium and large wind energy development, turbines of different sizes may be accommodated within the landscape. The area is punctuated by existing turbines and large electricity pylons which have an impact on the landscape both locally and in the wider area. It is considered that, at the proposed site, the landscape has the capacity to accommodate another turbine without having a significant adverse visual impact on the landscape.

The applicant has submitted a landscape and visual impact assessment within a 25km radius with the focus on a 5km radius of the proposed turbine. Within 5km, the Zone of Theoretical Visibility (ZTV) covers most of the study area while between 5km and 10km, the ZTV is concentrated to the west and south west. Ten viewpoints have been included in the study and include, for example, Kingston Road, Uplawmoor, Dunlop, Moyne Farm and Neilston Pad. The assessment concludes that while the proposed development will introduce another manmade structure, the immediate

and surrounding landscape is characterised by several wind turbines and other manmade structures.

In terms of consultation responses, it is noted that with the exception of the Neilston and Uplawmoor Community Councils, Glasgow Airport, Glasgow Prestwick Airport, the MOD, NATS and the West of Scotland Archaeology Service have no objections to the proposal.

The Council's Environmental Health Service is satisfied with the estimated noise impact calculations provided by the applicant. However, given the number of turbines in the area, the Environmental Health Service has recommended a number of conditions including monitoring of the noise generated by this turbine.

The Council's Roads Service has no objections.

With regards to objections which have not been addressed above, the following comments are made.

Glasgow Airport has not required that the proposed turbine is fitted with a red obstacle light.

The SNH publication is for guidance and is not a statutory document.

It is not anticipated that there would be any issues with the private water supply. Construction work would be undertaken in accordance with SEPA regulations.

Shadow flicker from turbine blades is not generally regarded as a problem at distances greater than 10 times the diameter of the blades (600 metres in this case) and outside an angle of 130 degrees either side of north from the turbine. There are no buildings within this zone and shadow flicker is not considered to be an issue in this case.

Overall conclusion

Government Guidance and Development Plan policies support and encourage the principles of sustainable developments including windfarms/wind turbines. Taking account of all these matters, it is considered that the proposal is acceptable and can be erected without significant additional detriment to the landscape. The turbine will also be viewed in the context of the existing Neilston Community Windfarm as well as electricity pylons and the adjacent turbine at Nether Carswell. There are no material considerations that would justify setting aside the Local Plan policies and refusing the application.

It is recommended that the application be approved subject to conditions.

RECOMMENDATION: Approve subject to conditions

PLANNING OBLIGATIONS: None

CONDITION(S):

1. At wind speeds not exceeding 10m/s, measured or calculated at a height of 10m above ground level, the aggregate (i.e. cumulative wind speed from the proposed turbine plus others operational and in planning as at the date of consent) wind turbine sound pressure level shall not exceed:

During Night Hours, 38dB LA90,10min or the Night Hours LA90,10min background noise level plus 5dB(A), whichever is the greater.

During Daytime Hours, 35dB LA90,10min or the Daytime Hours LA90,10min background noise level plus 5dB(A), whichever is the greater.

The applicable noise limit for dwellings with a financial interest in the wind turbine development is 45dB LA90, 10min or the background noise level plus 5dB(A) at all times

This condition shall apply at any point within 15m from any dwelling which does not have a financial interest in the wind turbine development for daytime levels and at the façade of the dwelling for night-time levels. "Night Hours" means 23:00 - 07:00 hours on all days. "Daytime Hours" means 07:00 - 23:00 hours on all days.

Reason: To prevent noise nuisance to the surrounding area

2. The wind turbine operator shall log wind speed and wind direction data continuously and shall retain the data, which has been obtained for a period of no less than the previous 18 months. The data shall include the average wind speed (in m/s) for each 10 minute period. The measuring periods shall be set to commence on the hour and in 10 minute increments thereafter. The wind speed data shall be made available to the planning authority on request. The data shall be provided on a Microsoft Excel spreadsheet in electronic format or other format agreed with the planning authority. The wind speed shall be measured at a height of 10m, or derived and normalised to 10m height.

Reason: In the interests of retaining a level of control over any changes in the noise from the wind farm, or any differences in the actual noise from the projected noise from the site.

3. The wind turbine operator shall measure, at his own expense, the level of noise emissions from the wind turbine within the first year of the operation of the turbines, and every two years thereafter. The noise emissions shall be measured at selected residential receptors submitted to and agreed in writing with the planning authority. The frequency of measurement of the level of noise emissions will be subject to review every 2 years by the planning authority. The results of any measurement exercise shall be forwarded to the planning authority as soon as is practicable, and should it be found that the noise levels referred to in condition 1 above are exceeded the wind turbine operator shall take steps forthwith to ensure that noise emissions from the wind farm are reduced to, or below the prescribed noise levels.

Reason: In the interests of retaining a level of control over any changes in the noise from the wind turbine, or any differences in the actual noise from the projected noise from the site.

4. If the tonal noise emitted by the development exceeds the threshold of audibility by 6.5 dB or more, then the acceptable noise level shall be reduced by 5dB, always providing that the definition of audibility for the purposes of this condition shall be as described in 'The Assessment and rating of Noise from Wind Turbines (ETSU-R-97)'.

Reason: To prevent noise nuisance to the surrounding area

5. Following a complaint regarding noise from the turbines being received, the operator should be required to appoint a suitably experienced and qualified independent third party to assess the noise levels and to provide a written report to the planning authority. The operator may then be required to adopt appropriate noise mitigation measures.

Reason: To prevent noise nuisance to the surrounding area.

6. The developer shall secure the 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.

7. Any site clearance works shall be undertaken outwith the bird breeding season of March to mid-August inclusive. Where 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 to the planning authority in consultation with Scottish Natural Heritage. If breeding birds are found steps should be taken to avoid an offence under the Nature Conservation (Scotland) Act 2004.

Reason: To avoid disturbance to breeding birds.

8. In the event that the development hereby approved is no longer required, or is not in operation for a continuous period in excess of 6 months, it shall be removed and the site reinstated. Details of the proposed reinstatement shall be submitted for approval in writing by the planning authority within 2 months of either the equipment ceasing to be required or from the end of the 6 months period when it is not in operation, and the reinstatement work shall be completed within 3 months of the planning authority's approval of the proposed reinstatement scheme, or such other period as may be agreed in writing by the planning authority.

Reason: To ensure the removal of the turbine if it ceases to be used, and to ensure the satisfactory restoration of the site.

ADDITIONAL NOTES:

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

There must be no burning on site, other than that permitted by Scottish Environmental Protection Agency by prior agreement; any such burning must not cause nuisance.

Adequate precautions must be taken to prevent nuisance from dust from the construction activities.

The MOD should be notified the date construction starts and ends.

Prior to the delivery of the wind turbines a statement is required from the developer to demonstrate that the delivery route can accommodate the proposed vehicles on which the turbines will arrive. Any alterations required to the public road will be at the applicant's expense and must be agreed with the Roads Service prior to delivery.

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 Ms Alison Mitchell on 0141 577 3117.

Ref. No.: 2014/0228/TP
(ALMI)

DATE: 28th October 2015

DIRECTOR OF ENVIRONMENT

Reference: 2014/0228/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 soliums 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 D3

Green Belt and Countryside Around Towns

Development in the green belt and countryside around towns as defined in the Proposals Map, will be strictly controlled and limited to that which is required and is appropriate for a rural location and which respects the character of the area.

Where planning permission is sought for development proposals, within the green belt or countryside around towns and these are related to agriculture, forestry, outdoor recreation, renewable energy and other uses appropriate to the rural area, the Council will consider them sympathetically subject to compliance with other relevant policies of the Plan. Any decision will, however, take into consideration the impact the proposals will have on the function of the green belt and countryside around towns and the viability of important agricultural land. Development must be sympathetic in scale and design to the rural location and landscape.

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

Policy E1

Renewable Energy

The council will support renewable energy infrastructure developments, including micro-renewable energy technologies on individual properties, wind turbine developments, hydro electric, biomass and energy from waste technologies in appropriate locations. The assessment of applications for such developments will be based on the principles set out in Scottish Planning Policy (2014), in particular, the considerations set out at paragraph 169 and additionally, for onshore wind developments, the terms of Table 1: Spatial Frameworks. Where appropriate, the applicant will be required to submit satisfactory mitigation measures to alleviate any adverse environmental impacts.

The council will prepare statutory supplementary guidance which accords with the Scottish Planning Policy (2014), and which contains the full spatial framework for onshore wind energy, sets policy considerations against which all proposals for renewable energy infrastructure developments will be assessed, and provides further detailed information and guidance on renewable energy technologies

GOVERNMENT GUIDANCE:

Scottish Planning Policy on Onshore Wind indicates that planning authorities should set out in the development plan a spatial framework identifying those areas that are likely to be most appropriate for onshore wind farms as a guide for developers and communities. Development plans should also set out the criteria that will be considered in deciding all applications for wind farms of different scales, including extensions and re-powering. The spatial framework is complemented by a more detailed and exacting development management process where the merits of an individual proposal will be carefully considered against the full range of environmental, community, and cumulative impacts. Individual properties and those settlements not identified within the development plan will be protected by the safeguards set out in the local development plan policy criteria for determining wind farms and the development management considerations accounted for when determining individual applications.

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REPORT OF HANDLING

Reference: 2015/0360/TP

Date Registered: 28th May 2015

Application Type: Full Planning Permission

This application is a Local Development

Ward: 5: Newton Mearns South

Co-ordinates: 252871/:654219

Applicant/Agent:

Applicant:

Agent:

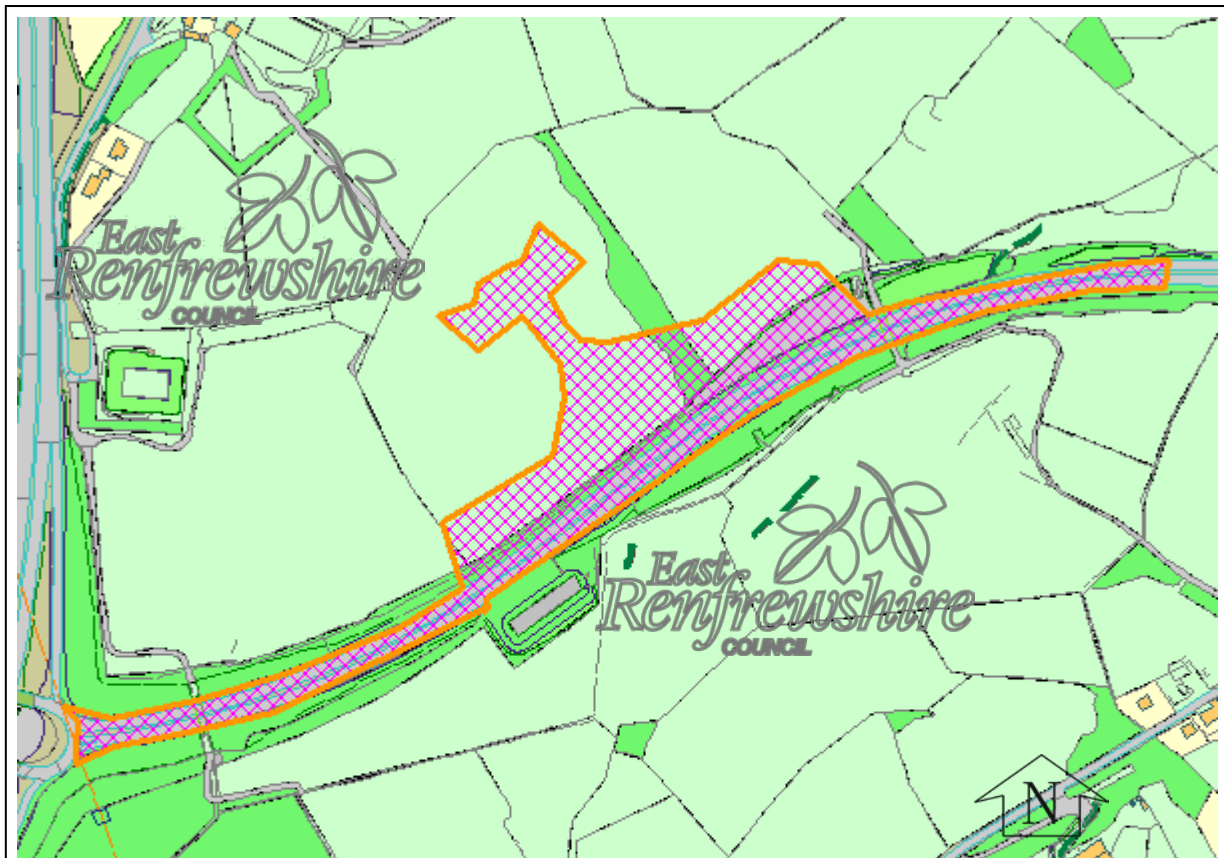
Taylor Wimpey West Scotland
Cirrus
Glasgow Airport Business Park
Marchburn Drive
Paisley
PA3 2SJ

Proposal:

Formation of road junction off A726 Glasgow Southern Orbital with on/off access ramp and roundabout at end of access road

Location:

Land to north of A726
Maidenhill
Newton Mearns
East Renfrewshire



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CONSULTATIONS/COMMENTS:

East Renfrewshire Council Roads And Transportation Service	No objection subject to conditions.
Transport Scotland Trunk Roads Network Management	Does not advise against the granting of permission and recommends a condition in relation to construction.
East Renfrewshire Council Environmental Health Service	Any fill material brought onto the site must be certified as clean and inert.
Scottish Environment Protection Agency	No objection.
Scottish Water	No objection.
West Of Scotland Archaeology Service	Recommends archaeological investigation condition.

PUBLICITY:

19.06.2015 Glasgow and Southside Extra Expiry date 03.07.2015

SITE NOTICES: None.

SITE HISTORY: None

REPRESENTATIONS:

A total of 17 representations have been received:
Representations can be summarised as follows:

Local Development Plan not adopted/premature application
 Number of houses
 Traffic impact of new housing development
 Flood risk of new development
 Sewerage plan not agreed
 Adequacy of school provision
 Proposed slip road too close to M77 (Junction 5) and Mearnskirck junction
 Traffic congestion
 Temporary access road for construction not included in application
 Traffic from school and link road to Barrhead not included in traffic assessment
 Increase in traffic during rush hours
 No flood risk assessment
 No SUDS/sewerage
 Access should be taken off A77/Ayr Road

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS:

Independent Stage 1 Road Safety Audit	Considers the safety implications of the proposed new junction and associated roads and to identify proposals to address the safety implications identified.
Transport Assessment	Examines travel and transport matters at the Maidenhill site. Traffic patterns likely to arise from all development proposals within the masterplan area have been estimated and access options have been identified. The analysis predicts that the old Ayr Road/Ayr Road junction is

predicted to operate within capacity with the priority reversed and a ghost island arrangement provided. Analysis also indicates that the redistributed traffic at the GSO will allow the junction to continue to operate satisfactorily. Also indicates the proposed access off the GSO can be provided with direct taper merge and diverge arrangements. Concludes there is no traffic or transport related matters that suggest the site cannot be developed.

ASSESSMENT:

The site is located at land at Maidenhill on the north side of the A726 Glasgow Southern Orbital (GSO). The identified application site extends to approximately 6.4 hectares. The application site is shown extending from the Maidenhill M77/GSO junction along the length of the GSO for approximately 1km and extends into parts of the fields immediately to the north of the GSO.

The area of the construction works is less than the identified application site and extends to approximately 1.1 hectares. The proposed development involves forming a slip road from the eastbound carriageway of the GSO leading to an access road into the fields with a roundabout at its end. The development also includes a slip road from the access road back onto the eastbound carriageway of the GSO. The length of the access road including the roundabout is approximately 170m. The new access road is to be approximately 500m to the east of the M77/GSO interchange. Associated earthworks would be carried out and embankments formed on either side of the road.

The land at Maidenhill is identified in the recently adopted Local Development Plan (LDP) as a masterplan area and covered by Policy M2.1 (M77 Strategic Development Opportunity). The LDP also identifies the land for housing development, community facilities and educational facilities covered by Policies SG2.10 (distribution of new housing), SG6.21 (economic development/business proposals), SG6.12 (safeguarded business and employment areas), D13.18 (community/leisure facilities including allotments and a potential site for a religious facility), D13.19 (education facilities) and SG8.6 (retail development). The principle of these developments has been established by the adoption of the LDP. There are no policies that relate directly to the formation of this access and road however the new access and road are to serve the various developments and facilities that are to be at this urban expansion site. The formation of the access and road is considered to facilitate and complement the aforementioned policies.

The Maidenhill site is currently an Open Upland Farmland Landscape Character Type with Urban Fringe Farmland located to the south and west. It is acknowledged that this landscape character type will change because of the change from farmland to urban area when Maidenhill is developed out. The proposed access and road therefore needs to be viewed in the context of this change. At this time the development of the access and road would have a visual impact because it would be constructed on undulating farmland and could appear out of context. Even so the visual impact is considered to be localised to the site and is acceptable.

Roads Service has indicated the proposed junction requires a departure from the national standards to which the GSO was built. The applicant has submitted an Independent Stage 1 Road Safety Audit in relation to the departure from the weaving length of the proposed slip roads, a Transport Assessment dealing with the transport matters relating to the wider development site and a Departure from Standard in respect of the weaving length between junctions on the A726 GSO.

The Council's Roads Service has been consulted on the application and has examined the aforementioned submissions and has no objection subject to conditions. Roads Service has also highlighted that the GSO project Agreement (to which the Council is a signatory) is clear that regardless of any planning permission that may be granted, the developer cannot carry out any work to the GSO unless there is a legally binding agreement between the developer and Connect Balfour Beattie. This is a matter that the developer will have to address separately from this planning application. In addition a separate Roads Construction Consent will be required to be submitted to the Council's Road Service.

Representations

It should be noted that a number of objections are referring to matters associated with the future housing development that this access road is to serve in terms of drainage, SUDS, traffic impact/congestion, school provision, etc. These are matters that will be considered when the planning application(s) is submitted for the housing development and other development at the Maidenhill Strategic Development Opportunity site and are therefore not considered to be relevant in determining this particular application.

In terms of the objections below that relate directly to this application the following comments are made:

Proposed slip road too close to M77 (Junction 5) and Mearnskirik junction: The Council's Roads Service has been consulted on the application and has no objections to the proposal.

Temporary access road for construction not included in application: This does not need to be shown in the application.

Access should be taken off A77/Ayr Road: It is understood that there is also to be another access proposed off the A77/Ayr Road for the housing development and other development at the Maidenhill Strategic Development Opportunity site.

Overall Conclusion

The principle of the housing development and other development at the Maidenhill Strategic Development Opportunity has been established by the adoption of the Local Development Plan. It is therefore not considered appropriate to re-examine this matter in this planning application. The new access and road are to serve the various developments and facilities that are to eventually be at this strategic development/ urban expansion site. The formation of the access and road is considered to facilitate and complement these developments and it is recommended that this application be approved.

RECOMMENDATION: Approve Subject to Conditions

PLANNING OBLIGATIONS: None

CONDITION(S):

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

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

2. There shall be no access and egress from the GSO during construction of the development hereby approved.

Reason: In the interests of roads safety and to reduce the risk to road users of vehicles using an incomplete junction.

3. For the avoidance of doubt any fill material brought onto the in association with the development hereby approved must be certified as clean and inert.

Reason: In the interests of public health.

ADDITIONAL NOTES:

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

Angus Smith Building
6 Parklands Avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

Tel: 01698 839000

East Renfrewshire Council Roads Service should be consulted regarding the requirements for a Road Opening Permit (S56), a Road Bond (S17) and a Construction Consent (S21) which are all required for this development.

The applicant is reminded that the GSO is a DBFO project and Connect Balfour Beatty is the operating company. The project Agreement is clear that regardless of any planning consent that the Council may grant, the developer cannot carry out any work to the GSO unless there is a legally binding agreement between the developer and Connect Balfour Beatty.

The Departure from Standard submission regarding the weaving length will require to be formally approved by East Renfrewshire Council Roads Service.

The detailed design of the proposed access would require to be approved by East Renfrewshire Council Roads Service. This will include an Independent Stage 2 Road Safety Audit which must also be undertaken to identify road safety issues associated with the proposed detailed design of the scheme.

The applicant is reminded the statutory process for the promotion of a Traffic Regulation Order imposing a 50mph limit on both the east and westbound carriageways of the A726 Glasgow Southern Orbital (GSO) between just east of the M77/A77/A726 Junction 5 Maidenhill and just east of the proposed Left in-Left out junction to/from the development site, should be commenced. This 50mph limit (subject to its successful promotion) must be in Made, Effective and implemented prior to the opening of the proposed slip road junction to traffic. This information /condition is necessary in relation to the formal approval of the Departure from Standard submission regarding the weaving length.

In respect to the safe operation of the Junction 5 roundabout, the proposed LILO junction of the A726 GSO and the weaving distance on the eastbound A726 GSO between the aforementioned accesses, the developer is required to provide a signing strategy for the proposed new junction to East Renfrewshire Council Roads Service. This information/condition is necessary in relation to the formal approval of the Departure from Standard submission regarding the weaving length.

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:

Any background papers referred to in this report can be viewed at www.ercplanning.eastrenfrewshire.gov.uk/eplanning, where you can enter the Reference Number listed below. Any further information can be obtained from Mr Sean McDaid on 0141 577 3339.

Ref. No.: 2015/0360/TP
(SEMC)

DATE: 28th October 2015

DIRECTOR OF ENVIRONMENT

Reference: 2015/0360/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 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.

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 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 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 SG10

Sustainable Transport Network

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

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

Proposals should:

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

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

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

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

Ensure that opportunities to promote walking and cycling along linear routes are not lost, the solums of any former railway lines with such potential will be safeguarded for this purpose;

Ensure new transport infrastructure is compatible with local environment, amenity and public safety;

Ensure new development, where appropriate, identifies land capacity and road layouts to provide public transport infrastructure and services; and

Prioritise improvements to public transport including the need for enhancements to bus and rail infrastructure and services to maintain or increase patronage within the area.

Major proposals require to be accompanied by transport assessments and/or travel plans to assess impact upon the road and rail network and on public transport.

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

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.

GOVERNMENT GUIDANCE:

Given the size and scale of the development it is not considered that government guidance is a relevant material consideration.

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REPORT OF HANDLING

Reference: 2015/0518/TP

Date Registered: 5th August 2015

Application Type: Full Planning Permission

This application is a Major Development

Ward: 6: Busby Clarkston Eaglesham

Co-ordinates: 255394/655138

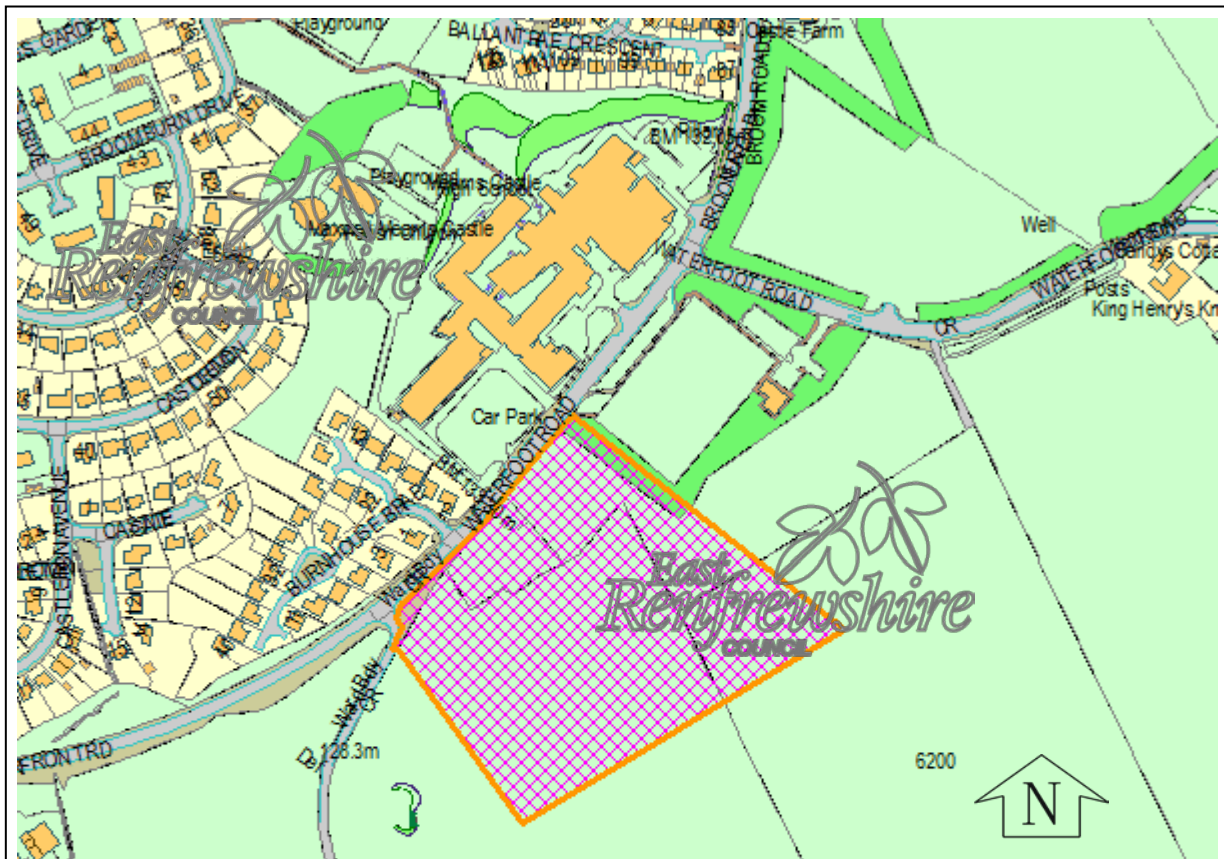
Applicant/Agent:

Applicant:
 East Renfrewshire Council
 Council Offices
 2 Spiersbridge Way
 Spiersbridge Business Park
 Thornliebank
 East Renfrewshire
 G46 8NG

Agent:
 BDP Ltd
 15 Exchange Place
 Glasgow
 G1 3AN

Proposal: Erection of two denominational primary schools with non-denominational nursery provision on a single campus layout with associated access, parking and outdoor sports facilities (major)

Location: Site adjacent to south of Mearns Castle High School car park and opposite Burnhouse Brae Waterfoot Road Newton Mearns East Renfrewshire

**DO NOT SCALE**

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CONSULTATIONS/COMMENTS:

Scottish Water	No objection.
Roads And Transportation Service	No objections subject to conditions.
Scottish Environment Protection Agency	No objection.
West Of Scotland Archaeology Service	Recommends an archaeological condition.
Environmental Health Service	Recommends conditions be attached to the planning permission in relation to noise, construction times, lighting and restricting when the playing fields can be used.
Sport Scotland	No objection.
Scottish Natural Heritage	Does not intend to make comment on the application.
Strathclyde Partnership For Transport	Comments made in relation to bus school provision and the location of bus pick up/drop off.

PUBLICITY:

21.08.2015 Glasgow and Southside Extra Expiry date 04.09.2015

SITE NOTICES: None.

SITE HISTORY: None

REPRESENTATIONS:

2 representations have been received:

Representations can be summarised as follows:

Increase in traffic
 Traffic congestion
 School location inappropriate
 Barrhead High School should be rebuilt before any other school in East Renfrewshire

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING REPORTS:

Archaeological Evaluation	Reports on archaeological investigation works carried out by way of a series of evaluation trenches which did not reveal any significant archaeological features and recommends that no further investigations are required. However the north western edge contained the remains of a farm steading which was surveyed in more detail however there was no evidence of earlier settlement before the 18th century. The Report recommends a programme of excavation works for the former farm steading itself in order to further understand its multi-phase occupation.
Statement on Flood Risk and Proposed Drainage Strategy	The purpose of the report is to outline the philosophy behind the design of the foul water and surface water drainage systems proposed for the development. Indicates there are no natural water courses running

through the site and the site is not a risk of flooding from rivers. The drainage at the site is to be handled through a SUDS system including porous surfacing and underground attenuation with discharge to the existing surface water sewers. Report concludes that the site is not restricted by matters of flood risk or drainage capacity.

Green Infrastructure Plan	Information on the planting strategy has been submitted which indicates the proposed planting is intended to tie the existing hedgerows and woodland together with a new native woodland belt that contains and defines the school playground and sports facilities. The strategy indicates the planting is to be native woodland with an understorey mix to create a varied woodland structure. Hedgerows are also to be planted in the car park to lessen the visual impact of the hard surfacing.
Ground Investigation Report	Investigates the underlying ground conditions to identify any environmental and geotechnical constraints.
Extended Phase 1 Habitat Survey	Survey to establish the ecological value of the by describing and mapping any habitats on site; assess any potential impact on protected species; and identify where further surveys may be required. The site comprises amenity grassland, broad-leaved plantation' hedge' scattered scrub, scattered trees, tall ruderal and improved grassland. Concludes there is no evidence of any protected species and the proposed development can provide habitat improvement.
Acoustic Planning Report	The purpose of the report is to assess the noise impact that the proposed development will have on nearby residential properties. Concludes that the noise impact from the proposed pitches will be low; the impact from road traffic noise will be low; and a noise limit from mechanical plant is recommended.
Design and Access Statement	This Statement explains the design concept relating to the proposed development and its relationship to its surroundings. The Statement also explains the design concept and organisation of the proposed building.
Pre-application consultation report	This report summarises the statutory pre-application consultation carried out by the developer with the community.
Transport Assessment	Assesses the impact of the development on the local roads network in terms of national policy/guidance and recommends the preferred option for access to the proposed development is from a signalised junction on Waterfoot Road. Indicates that traffic conditions during the most intensive periods of demand could be close to capacity of the access junction however, should conditions approach this level, it would be for a short time period. Concludes the junction will operate reasonably effectively, but not without some queuing at some periods during the peak. Also concludes the site is accessible by a range of sustainable transport modes.
Tree Report	Report indicates that individual trees, groups of trees and hedges were surveyed and recommendations made. Indicates that in general the trees and hedges surveyed were found to be in reasonable condition for their age and species.

ASSESSMENT:

This is a Major development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and is required to be presented to the Planning Applications Committee for determination.

The site is located in open fields opposite Burnhouse Brae and Mearns Castle High School and extends to approximately 3.24 hectares. There are outdoor sports pitches associated with the high school to the north-east of the site and open fields in the general area to the south of the site. There are trees along the boundary with the high schools outdoor sports pitches, a partial tree line and field boundaries within the site and a hedge along part of the frontage of the site. The site slopes down in a general north to south direction. To the south-west of the site there is an access road/track that eventually leads to Humbie Road. There are three vehicular accesses on the opposite side of Waterfoot Road that leads into Burnhouse Brae, Mearns Castle and the car park of Mearns Castle High School.

Proposed development

The new school building is to be located generally towards the centre of the application site and is to be a two storey building approximately 8.5m high. There is an upward projection located towards the rear of the building which is a glazed circular feature to allow light to penetrate the centre of the building and this takes the highest part of the building to approximately 9.8m high. A plant room is also to be located on the roof. The school measures approximately 55.6m by 55.6m.

The school is to accommodate two denominations and there are to be separate entrances for both located at the east and west sides of the building. The school will contain shared facilities inside the building such as an assembly and dining hall, games hall, etc. A nursery school is also to be located on the front elevation of the building and this is to be single storey and there is to be an enclosed playground in front of the nursery. The nursery itself is to be approximately 28m wide and extends out approximately 17m at its furthest from the main elevation of the school. The enclosed playground is to extend out by approximately 10m from the front of the nursery.

The external materials for the new school building are indicated to be a combination of metal cladding, timber boarding and glazing although the roof material has not been specified. The nursery is indicated to have timber cladding on the walls and a metal standing seam roof.

There is also an outbuilding to be located to the north-east side and parallel to the new school building. This outbuilding is to accommodate plant rooms, bin and bike stores. This building is to be 30.5m long by 5m wide and is to have a flat roof 4.2m high. Its walls are to be cedar boarding however the roof material has not been specified.

The area around the front and side of the building is to be a plaza laid in hardsurfacing and the car parking is to be formed between the new school building and Waterfoot Road. The submitted plans show 143 car park spaces in total and there are also to be drop-off areas. The area at the rear of the new school building is to be landscaped and to be the playground for both schools. A grass pitch and a 3G pitch are to be formed to the north-east side of the new school building as well as 2 games courts. The two pitches are not full size pitches. It has been indicated that the 3G pitch is to be available for community use after school hours, similar to other pitches at schools elsewhere in East Renfrewshire.

A new vehicular access is to be formed off Waterfoot Road generally opposite the car parking area for Mearns Castle High School and alterations are to be carried out to widen an existing access that serves a road that leads into the fields beyond the site. The drawings also show Waterfoot Road itself to be widened along the majority of the frontage of the site to accommodate a right hand turning lane into the site and a signalised junction to be installed at the other access.

Changes in ground levels are to be carried out to facilitate the development with the largest changes in levels occurring towards the rear of the site. The ground is to be raised at the rear of the site between approximately 1.2m to 1.5m.

Development Plan

The site is identified in the adopted East Renfrewshire Local Development Plan for a new denominational primary school, subject to the requirement for a robust and defensible green belt boundary (covered by Policy D13.22). The identified application site corresponds to the site covered by Policy D13.22 and in this regard the proposed development accords with the

development plan. The land beyond in the general area to the south of the site is greenbelt land and the proposed development incorporates boundary planting to the greenbelt edge within the site. The submitted "landscape masterplan" indicates the boundary planting between 5m and 10m deep and this is considered to accord with the requirement of the policy to have a robust boundary. Information on the planting strategy has been submitted in a Green Infrastructure Plan which indicates the proposed planting is intended to tie the existing hedgerows and woodland together with a new native woodland belt that contains and defines the school playground and sports facilities. The strategy indicates the planting is to be native woodland including Beech, Oak, Scots Pine with Alder and Birch and an understorey mix of Hawthorn, Hazel, Blackthorn and Dog Rose to create a varied woodland structure. Hedgerows are also to be planted in the car park to lessen the visual impact of the hard surfacing.

The specific details of the planting to be carried out have not been shown on a plan at this time however the general planting strategy referred to above is considered to be acceptable. The details of the planting will be covered by a planning condition should the development be approved. This will be looked at in more detail at that time to ensure appropriate species are planted and to create a naturalistic edge to the development.

Visual impact

There will be a visual impact associated with the development primarily as a result of the change from fields to a school. However the visual impact is considered to be localised to the immediate vicinity of the site. On the approaches to the site in both directions along Waterfoot Road existing vegetation and the topography assist in mostly screening the new school. As the new school building is to be positioned generally towards the rear of the site, combined with it being a two storey building, its visual impact is considered to be acceptable and not dominant. In addition the design of the building is considered to be visually interesting. The boundary planting with the greenbelt beyond is also considered to soften its impact and will form a backdrop to the new school building.

Consultation responses

The consultation response from the Council's Roads Service is a material consideration in determining this application. The Roads Service has indicated that they have no objections, subject to conditions and accepts the general principle of the proposed development at this location, some concern at the safe operation of the proposed signalised junction and the internal layout of the proposed car park are expressed. However it is considered that these issues of detail can be addressed by a planning condition that will require the submission of amended plans of the proposed signalised junction and car parking layout for approval before development commences. The requirement to submit the amended drawings does not fundamentally alter the proposed development as there will still be car parking/drop-off areas at the front of the school building and a signalised junction.

Representations

In terms of the representations made the following comments are made.

Increase in traffic/traffic congestion: The Council's Roads Service has been consulted on the application and has not raised any objections to the development in terms of its impact on the local roads network.

School location inappropriate: The location of the site has been identified through the Local Development Plan preparation and adoption. The adopted LDP identifies the site for a new denominational primary school covered by Policy D13.22. The principle of a new school on this site has therefore been established in the adopted LDP and it is not considered appropriate to re-examine this matter in this planning application.

Barrhead High School: The comments made in relation to Barrhead High School needing to be built before any other school are noted. However planning permissions have been already been

approved for the replacement Barrhead High School under 2013/0737/TP and 2014/0146/TP respectively.

Overall conclusion

The site is identified in the recently adopted East Renfrewshire Local Development Plan as a site for a new denominational primary school, subject to the requirement for a robust and defensible green belt boundary (covered by Policy D13.22). As a consequence the development is considered to accord with this policy.

In addition the design and appearance of the development is considered to be acceptable at this location. The visual impact of the development is considered to be localised to the immediate vicinity of the site. The inclusion of the boundary planting with the greenbelt beyond is also considered to soften its impact and will form a backdrop to the new school building.

It is therefore recommended that the development is approved subject to conditions.

RECOMMENDATION: Approve Subject to Conditions

PLANNING OBLIGATIONS: None

CONDITION(S):

1. Development shall not commence until samples of materials to be used on all external surfaces of the building and hard surfaces have been submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the development is acceptable in appearance.

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

Reason: To ensure the development is acceptable in appearance.

3. 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.

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

Thereafter the landscaping works shall be implemented as approved.

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

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

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

6. There shall be no construction work or offloading of delivered materials at the development site outwith the hours of 0800 to 1900 Monday to Friday and 0800 to 1300 on Saturday with no working on Sunday or local or national public holidays unless minor and temporary amendments have been otherwise agreed in advance in writing by the planning authority.

Reason: To prevent noise nuisance to the surrounding area.

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

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

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

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

9. Noise from the proposed development must not exceed residential Noise Rating Curve 35 during daytime and NR 25 at night-time, (as described in BS 8233 1999), as measured from any neighbouring property.

Reason: To prevent noise nuisance to the surrounding area.

10. The external playing fields/pitches and associated floodlights shall not be used after 10pm unless agreed in writing by the Head of Environment (Planning, Property and Regeneration).

Reason: In the interests of amenity and to avoid disturbance to nearby residential properties.

11. The car parking layout, access, drop-off areas and bus stop location at the front of the schools shown on drawing (PL)LP001 Rev 00 do not form part of this planning permission. Development shall not commence until amended drawings of the car parking layout, access, drop-off areas and bus stops have been submitted for the

approval in writing by the planning authority. Thereafter the approved layout shall be fully implemented on site and be available for use prior to the opening of the schools.

Reason: In the interests of roads safety.

12. The new signalised junction layout as shown on drawing (PL)LP001 Rev 00 does not form part of this planning permission. Development shall not commence until amended drawings of the signalised junction, including the approaches to the junction along Waterfoot Road affected by the development, have been submitted for the further approval in writing by the planning authority. The amended drawings shall show the junction of the old alignment of Waterfoot Road being relocated to a location south-east of the proposed school car park exit with minimum visibility splays of 2.5m by 25m by 1.05m. Thereafter the approved junction layout shall be fully implemented on site and be available for use prior to the opening of the schools.

Reason: In the interests of roads safety at this junction.

13. Development shall not commence until details of the sub-station as shown on drawing (PL)LP001 Rev 00 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 sub-station is acceptable in appearance.

ADDITIONAL NOTES:

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.

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

Angus Smith Building
6 Parklands avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

Tel: 01698 839 000

The applicant is advised to deal directly with Scottish Water to ensure that the additional flow arising from this development can be accommodated in the sewer network without causing or contributing to the premature operation of consented storm overflows.

The applicant is reminded that a Construction Consent (S21) and a Road Opening Permit (S56) under the Roads (Scotland) Act 1984 are required.

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.

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:

Any background papers referred to in this report can be viewed at www.ercplanning.eastrenfrewshire.gov.uk/eplanning, where you can enter the Reference Number listed below. Any further information can be obtained from Mr Sean McDaid on 0141 577 3339.

Ref. No.: 2015/0518/TP
(SEMC)

DATE: 28th October 2015

DIRECTOR OF ENVIRONMENT

2015/0518/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 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 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 antisocial 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 solms or other development that would remove opportunities to enhance pedestrian and cycle access unless mitigation measures have been demonstrated;
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 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.

GOVERNMENT GUIDANCE:

Given the size and scale of the development it is not considered that government guidance is a relevant material consideration.