



**PLANNING APPLICATIONS COMMITTEE**

**Report by Executive Director of Development and Regeneration Services**

**Contact: Ms L Scully Phone: 0141 287 6053**

**ITEM 2 (b)**  
**29th November 2011**

<b>APPLICATION TYPE</b>	Planning Permission in Principle
<b>RECOMMENDATION</b>	<b>Grant Subject to Condition(s), Section 75</b>

<b>APPLICATION</b>	10/01286/DC	<b>DATE VALID</b>	27.05.2010
<b>SITE ADDRESS</b>	Site At Robroyston Road/Railway Line/ Robroyston Drive Glasgow		
<b>PROPOSAL</b>	Residential development (up to 1600 houses) with associated vehicular access, roads and motorway underpass, rail halt with park and ride, retail (up to 2,998 square metres), healthcare and community facilities (up to 1,875 square metres), hotel (up to 2,170 square metres), (Class 3 uses up to 1,348 square metres), indoor and outdoor sports facilities, attenuation features, open space and landscaping (Environmental Impact Assessment): Potentially contrary to DEV3 Industry and Business - Greenfield Release, DEV11 Greenspace and DEV12 Green Belt Policies of City Plan 2.		
<b>APPLICANT</b>	Stewart Milne Holdings Ltd Kestrel House 3 Kilmartin Place Tannochside Business Park Uddingston G11 5PH	<b>AGENT</b>	McInally Associates Ltd Per Mr J McGowan 6 Newton Place GLASGOW G3 7PR
<b>WARD NO(S)</b>	21, North East	<b>COMMUNITY COUNCIL LISTED</b>	02_109, Robroyston
<b>CONSERVATION AREA</b>			
<b>ADVERT TYPE</b>	Bad Neighbour Development Environmental Assessment Contrary to Development Plan  Affecting a Conservation Area/Listed Building	<b>PUBLISHED</b>	11 June 2010
<b>CITY PLAN</b>	Green Belt		

**REPRESENTATIONS/ CONSULTATIONS**

24 representations from local residents (including a petition with 44 signatures)

LES Environmental Health	-	No objection subject to conditions
SEPA	-	No objection/advisory note
Sportscotland	-	No objection in principle
East Dunbartonshire Council	-	Objection

North Lanarkshire Council	-	No objections
Education Services	-	No objection/conditions
West of Scotland Archaeology Service	-	No objection/observations/conditions
Scottish Natural Heritage	-	Concerns/observations
SPT	-	No objection/observations
Scottish Water	-	No objection/advisory note
Network Rail	-	Objection/observations
Transport Scotland	-	No objections subject to conditions
Robroyston Community Council	-	No objection in principle/concerns raised

## SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee report. The remainder of the information, and a response to each of the points to be addressed, is detailed below.

### A. Summary of the main issues raised where the following were submitted or carried out

- i. An environmental statement.  
Applicable to this application.
- ii. An appropriate assessment under the Conservation (Natural Habitats etc) Regulations 1994.  
Applicable to this application.
- iii. A design statement or a design and access statement.  
Submitted.
- iv. Any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding).  
Applicable to this application.

### B. Summary of the terms of any Section 75 planning agreement

Applicable to this application.

1. Financial contributions by way of a Section 75 planning agreement for the delivery of defined Community Growth benefits as including
  - i. Provision of funding for indoor sports and changing facility and associated groundworks south of the M80 motorway (in the order of £7.5m)
  - ii. Provision of Robroyston Railway Station and associated station car parks and access roads (in the order of £4 m)
  - iii. Provision of funding for the extension of Wallacewell Primary School (in the order of £3 million)
2. The Section 75 Agreement will also make provision for:
  - i. Provision of 0.2 ha of land for new library facilities on the site south of Saughs Road;
  - ii. Provision of rights of access from the M80 junction to the sports facilities

Financial contributions will be based upon a per house contribution towards the total Community Benefit Fund provided on completion of every 20 houses.

Their delivery of

- i Off site, junction improvements at junctions seven, eight and nine, has identified in the accompanying transport assessment
- ii The implementation of structural open space, SUDS and footpaths, and the ongoing maintenance arrangements of those areas
- iii A spine road, associated footways and cycle way linking under the M80 and affording access between the south side of Junction 2 to the southern part of the site, through the northern site to Robroyston Road, such road to be completed prior to the occupation of the 800th residential unit.

### **C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32**

These Regulations enable Scottish Ministers to give directions

- i. With regard to Environmental Impact Assessment Regulations (Regulation 30).  
Not applicable to this application.
- ii. 1. Requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31).  
No direction has been made by Scottish Ministers/Not applicable.  
2. Restricting the grant of planning permission.  
No direction has been made by Scottish Ministers/Not applicable.
- iii. 1. Requiring the Council to consider imposing a condition specified by Scottish Ministers.  
Not applicable to this application.  
2. Requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered the condition.  
Not applicable to this application.

## **SITE AND DESCRIPTION**

This mixed use application is the Robroyston Millerston Community Growth Area (CGA) extending to some 170 hectares. It is crossed by the M80 Motorway and by the Springburn to Cumbernauld railway line.

The topography and transport corridors divide the CGA area into three distinct areas: the CGA North (north of the M80), CGA South (south of the M80 and north of railway line) and Millerston (south of railway line).

### **1. CGA North of M80**

The CGA North is bounded by the Standburn/Robroyston Road/Langmuirhead Road to the north by the North Lanarkshire boundary a plantation woodland to the east, by the M80 boundary to the south and by residential development to the west.

The land is grazed and there are some mature hedgerows and trees around Auchinleck Farm. The north-eastern most corner extends into Saughs Moss Local Site of Interest for Nature Conservation I(L-SINC). The north-west corner lies adjacent to Auchinleck Local SINC. The former Auchinleck Road, now a farm track flanked by hedgerows is in the middle of the site and connects Auchinleck Farm to Robroyston Road. Man-made attenuation features in the valley of the Stand Burn are on the northern boundary.

This area will comprise low density (15-24 uph) and medium density (24-32 uph) housing. A potential family restaurant/community facilities are proposed on north side of Robroyston Road. Vehicular access into the development for the first 400 units will be off Robroyston Road. After 400 units a second access will be required by way of a new road to run under the M80 and into the CGA South Site.

Each housing phase will have a linked attenuation/detention basin. Remodelling and new structure planting is proposed on the eastern boundary and land north of M80.

The area south of Saughs Road will comprise retail, leisure and community facilities. The retail element will comprise up to 2,998 sq m floorspace (1,999 comparison and 999 retail), along with healthcare and community facilities (up to 1,875 sqm), a hotel (up to 2,170 sqm) and Class 3 uses up to 1,348 sqm. A vehicular access off Saughs Road into a mini-roundabout and vehicular access back out onto Saughs Road dual carriageway is proposed. A pedestrian spine and footpath is proposed into the Robroyston Business Park.

## 2. **CGA South of M80**

The CGA south is bounded to the north and west by the M80, to the south by the Springburn Cumbernauld railway line and to the east by a plantation woodland and North Lanarkshire Council boundary. The CGA South drains into the wetland area which is designated Millerston City-wide Site of Interest for Nature Conservation (C-SINC) from where the Garnkirk Burn rises and flows away to east. The area is improved pasture, divided into fields by hedgerows and rough grassland. Man-made features of the CGA south area are: the slip roads and roundabout of Junction 2 of the M80, the flooded sidings of disused rail marshalling yards which form part of Millerston SINC and embankments of a disused mineral railway line.

The north east area will comprise low density (15-24uph) medium density (24-32uph) and higher density (32-48uph) housing. The south-west area will comprise sports pitches and potential community indoor sports and changing facilities. Vehicular access into the development for the first 400 units will be from a new road to be constructed off the existing roundabout south of the M80. A second mini-roundabout will be built with three roads serving the housing development, the proposed rail halt and the proposed playing fields and changing facilities. Each housing phase will have a linked attenuation/detention basin. Remodelling and new structure planning is proposed for northern boundary adjacent to M80 and eastern boundary and south eastern boundary adjacent to railway line and north-west corner adjacent to M80. A rail-halt is proposed with park and ride and other parking.

The south-west area will comprise outdoor pitches, an indoor changing facility, parking for the facility as well as for the rail halt comprising space for 330 cars.

It is proposed to remodel and augment existing planting along the motorway and railway boundaries which are within Millerston City-wide SINC.

## 3. **Millerston** (South of Railway Line)

Millerston is bounded to the north by the railway line, to the south and west by the Millerston C-SINC into which it drains and to the east by residential development at Millerston. This is an area of open, level, rough grassland. It lies adjacent to Millerston Wetland C-SINC which is situated on its western boundary.

This area will comprise medium density housing (24-32 uph). A new access onto Millerston Road will be created. This housing phase will have an attenuation/detention basin within/adjacent to the structure planting surrounding the western and southern boundaries which acts as a buffer to the Millerston C-SINC part of which is within the boundary of the application site shown as public open space.

The south-side of the rail halt is proposed with an access off Millerston Road to a 60 space station car park (supplements the 330 north of the rail-halt/station). There will be a pedestrian footbridge to the east of the station which will link over to the housing and sports facilities on the north side of the railway. There will also be a pedestrian footpath on the northern boundary adjacent to the railway line and a pedestrian spine running along the eastern boundary of the site.

## Context Statement

The concept of Community Growth Areas (CGA) was introduced in the Glasgow and the Clyde Valley Structure Plan's 2006 update. It was a response to an emerging long-term shortfall in housing land and local authorities within the Structure Plan area were requested to identify locations, additional to the existing housing land supply, where this shortfall could be met.

Community growth, as the term implies, is intended to extend existing communities and the Structure Plan proposed that each CGA be of sufficient scale to allow the provision of infrastructure which would mitigate the impact of the new development. A masterplan approach was sought to establish how the proposed developments would integrate with existing communities and the surrounding countryside.

Glasgow City Council's City Plan 1 (adopted 2003) anticipated the possibility of further Greenfield releases and a series of comprehensive planning studies were carried out to determine development potential and environmental capacity in greenbelt areas within the City boundary. From these planning studies it was concluded that three areas in Glasgow-Robroyston/Millerston, Broomhouse/Baillieston/Carmyle and Easterhouse/Gartloch – met the community growth criteria set out in the Structure Plan and these were included in the 2006 update.

These Structure Plan commitments were carried into the Glasgow City Plan 2 process and the finalised draft of City Plan 2 called for the preparation of masterplans which would provide a context for the eventual submission of applications for Planning Permission. Two of these masterplans – for Broomhouse/Baillieston/Carmyle and Robroyston/Millerston – have now been completed and approved by the City Council.

The masterplan for Robroyston/Millerston comprises three documents. The first of these is a technical report which examines the viability of the development by considering ground conditions, utilities, environmental issues and infrastructure. This is followed by the masterplan document which seeks to illustrate how the community growth area will be developed, what its impact will be and what measures can be put in place to integrate it with existing communities and the surrounding countryside. This third document is a report on the consultation process through which the views of technical agencies and local residents were sought and incorporated into the finalised masterplan.

The masterplan was approved by the City Council in September 2009. This approval did not relate to the detail of the proposed development but demonstrated that the City Council was satisfied with the general approach taken by the masterplan as a precursor to the submission of this application for Planning Permission in Principle. The City Council, in approving the masterplan, also agreed to the setting up of a community benefit fund (refer to Heads of Terms set out earlier in this report) to which prospective developers will be obliged, through a legal agreement, to contribute as their development progresses. This fund is aimed at providing infrastructure and facilities for new and existing residents of Robroyston as a means of integrating the new community into the established urban area and linking it to the countryside beyond.

## POLICIES

### Glasgow and Clyde Valley Structure Plan Amended 2008

Strategic Policy 1	-	Strategic development locations
City Plan 2	-	Adopted December 2009
DEV 3	-	Industry and Business
DEV 11	-	Greenspace
DEV 12	-	Greenbelt
DES 1	-	Development Design Principles
DES 4	-	Protecting and Enhancing the City's Natural Environment
DES 12	-	Provision of Waste and Recycling Space
RES 1	-	Residential Density
RES 2	-	Residential Layouts
RES 4	-	Barrier Free Homes
IB3	-	Safeguarding High Amenity Locations

SC1	-	The City's Network of Centres
SC3	-	The Sequential Approach for Retail and Commercial Leisure Developments
SC7	-	Protection and Promotion of Local Shopping Centres and Local Shops
SC11	-	Food, Drink and Entertainment Uses
TRANS 1	-	Transport Route Reservations
TRANS 8	-	Developer Contributions – Transport Infrastructure
ENV 2	-	Open Space and Public Realm Provision
ENV 3	-	Development in the Green Belt
ENV 4	-	Sustainable Drainage System (SUDS)
ENV 7	-	National, Regional and Local Environmental Designations
ENV 10	-	Access Routes and Core Path Network
ENV 14	-	Sites of Archaeological Importance

## ASSESSMENT AND CONCLUSIONS

Section 25 of the Town and Country Planning (Scotland) Act requires that the development be assessed and determined in accordance with the Development Plan unless material considerations dictate otherwise.

The issues to be taken into account in determining this application are considered to be:

- (i) Whether the proposal accords with the statutory development plan
- (ii) Other material considerations – see below.

### 1. Glasgow and Clyde Valley Structure Plan (amended 2008)

These proposals are driven by, and considered to comply with Strategic Policy 1 – Strategic Development Locations, which states that priority will be given to investment in:

- (c) community growth areas schedule 1C of Robroyston/Millerston within Springburn/Strathkelvin housing sub-market areas and an indicative capacity of 1400 to be assessed through local and masterplans

As already noted, the concept of Community Growth was introduced in the 2006 Update of the Structure Plan in response to an emerging long term shortfall in provision of housing land, and the respective Structure Plan Authorities were requested to identify locations additional to the existing housing land supply where this shortfall could be met. Community Growth is intended to extend existing communities, and the Structure Plan proposed that each site be of sufficient scale to allow the provision of infrastructure and which would mitigate the impact of their new development. A master plan approach was sought to establish how the proposed developments would integrate with existing communities and the surrounding countryside. These Structure Plan commitments were incorporated into the Glasgow City Plan 2, which called for the preparation of master plans to provide a context for the eventual submission of applications for planning permission. Following community consultation, the relevant Masterplan for Robroyston was approved by the Council's Executive Committee in September 2009.

As noted under specified matters, a Section 75 agreement is proposed with this application, inter-alia, relating to the delivery of defined community benefits, specifically

1. Provision of funding for indoor sports and changing facility and associated groundworks south of the M80 motorway (in the order of £7.5m)
2. Provision of Robroyston Railway Station and associated station car parks and access roads (in the order of £4 m)
3. Provision of funding for the extension of Wallacewell Primary School (in the order of £3 million)
4. Provision of 0.2 ha of land for new library facilities on the site south of Saughs Road;
5. Provision of rights of access from the M80 junction to the sports facilities.

The Robroyston/Millerston community growth area relates also to one of the four key transport corridors identified in the Joint Structure Plan (North East-Glasgow to Cumbernauld) – Schedule 1 (C). The elements of Structure Plan policy that would be delivered through this application include a potential fixed public transport link (Robroyston station/rail halt) as identified also in STRAT 4, and both City Plan 1 and City Plan 2 ), and access to appropriate social and educational facilities.

The proposals are accordingly considered to comply with the core requirements expressed within policies STRAT 1 and STRAT 4 of the Structure Plan,

The Metropolitan development strategy requires that a green network is created from the heart of Glasgow and other town centres through to remoter communities. This network should be detailed in local plans and implemented to joint action programmes with key sector agencies, particularly, Scottish Natural Heritage, the Forestry Commission Scotland, local enterprise companies and the Strathclyde European partnership.

Joint working on the strategic green network partnership for Glasgow and Clyde Valley has confirmed that there are potential major new greening projects to support metropolitan flagship initiatives and planned to community growth areas. The Robroyston Community Growth Area is one of the identified potential projects.

The development has the potential to contribute to the green network by providing linkages to the surrounding area and helping to create a long-term Greenbelt boundary. It is proposed that the legal agreement associated with this application will govern the provision and maintenance of the Greenbelt edge, structural planting, and main footpath links, with details being brought forward through subsequent applications.

That part of the site south of the M80 (as proposed through this application for sports facilities and pitches), is identified in Schedule 5(d) of the Joint Structure Plan and the adopted City Plan is identified as a Nationally Safeguarded Single User Location for Industry and Business noting that it would retain its Green Belt designation if it ceases to be required in the national interest.

The revised SPP published in February 2010 indicated that the Scottish Government no longer considered it necessary to identify and safeguard its large single user high amenity sites for inward investment through national planning policy, transferring the onus on safeguarding these to strategic and local plans.

## 2. Glasgow City Plan 2 (Adopted December 2009)

Whilst this application has been advertised as potentially contrary to Policies DEV 3 – Industry and Business, DEV 11 – Greenspace, and policy DEV 12 Green Belt, it should be noted that the application is the direct result of the Community Growth process identified through the Joint Structure Plan and the City Plan, and accords with a Masterplan as approved by the Council in September 2009, It is this plan-led process that forms the context for bringing forward this application on this area within the Greenbelt.

The Greenspace DEV 11 designation within the site relates to a small area of ground at the western edge of the application site south of the Springburn – Cumbernauld railway line, and shown in the approved Masterplan and the indicative drawings as open space.

The masterplan approach and the supporting drawings with this application are therefore seen as either broadly meeting the terms of the policies identified or as a result of conditions attached to any planning permission in principle and through legal agreement, as complying with policy.

In respect of particular policy matters the following are highlighted:

Policy DES 1 – Development Design Principles and Policy DES 4 – Protecting and Enhancing the City's Natural Environment – It is proposed that with the further applications at the site, a Design Code be submitted for approval. This should cover the; massing of buildings (2 or 2.5 storey pitched roof); relationship of buildings to streets; footpaths, open space and SUDS features; use of all external materials, hard surfacing and perimeter treatments; and potential standard for the primary bus route through the site. Any subsequent applications will require be in accordance with the principles of Designing Streets.

Policy RES 1 – Residential Density and RES 2 Residential Layouts – A condition is proposed limiting the density of further applications to that shown on the density plan accompanying this application, and in accordance with the provisions of DG/RES1 (covering access arrangements, private usable garden space, overlooking, privacy etc)

Policy RES 4 – Barrier Free Homes – requiring 10% of dwellings to be suitable/readily adaptable for mobility impaired residents to wheelchair standard (condition attached).

Policy SC1 The City's Network of Centres and SC3 – Sequential Approach to Retail and Leisure Developments – Although the commercial area is at an out-of-centre location, floorspace is restricted to 999 sq m convenience retailing, and 1999 sq m of comparison floorspace (Gross area in both cases)

Policy TRANS 1 – Transport Route Reservations – The application allows for the provision of a rail halt. Delivery of this will be dependent on the outcome of a Strategic Transport Assessment Guidance (STAG) analysis. The legal agreement will require the phasing of the provision of a bus spine road through the Community Growth area.

Policy TRANS 8 – Developer Contributions Transport Infrastructure – The improvements required to the transport infrastructure and services as a consequence of the proposed development or defined community benefit and secured through legal agreement are:

1. Provision of Robroyston Railway Station and associated station car parks and access roads (in the order of £4 m).
2. Off site, junction improvements at junctions seven, eight and nine, has identified in the accompanying transport assessment.
3. A spine road, associated footways and cycle way linking under the M80 and affording access between the south side of junction to feed a southern site, through the northern site to Robroyston Road, such road to be completed prior to the occupation of the 800<sup>th</sup> residential unit.

Policy ENV 2 – Open Space and Public Realm Provision - a new residential development is required to provide access to good quality recreational open space, including children's play areas, amenity space and parkland, outdoor sports facilities, allotments and security guards. As this application is for planning permission in principle, there is no requirement at this stage to have a detailed assessment of proposed provision against policy ENV2. A preliminary analysis by DRS considers that full ENV2 open space requirement can be accommodated on this site.

A condition on the planning permission in principle requires that applications for matters specified by condition should fully address the requirements of ENV 2 within the boundary of the CGA masterplan. This would require submission of a full open space proposal, which sets out the location and function of each open space and area of each, with approval of this element. prior to any physical development of the site. Individual applications will then be required to accord with this open space structure and meet the requirements for amenity space, children's play and informal sport on a pro rata basis within a particular phase. Open spaces should be located so that each dwelling has access within the appropriate distance threshold. Details of planting, materials, seating fencing and equipment would be addressed at the further application stage.

Policy ENV 3 – Development in the Green Belt and Policy ENV 7 – National, Regional and Local Environmental Designations – The policy states that development with the green belt will be considered where proposals support the Plan's development strategy and is promoted through the Glasgow and Clyde Valley Joint Structure Plan. The proposal is considered to comply with strategic policy of the Joint Structure Plan, which states that priority should be given to community growth areas. Development that is acceptable in principle also requires to meet criteria, which notably include no adverse effect on any area covered by an Environmental designation and demonstrate it will not have an adverse impact on wider biodiversity, a fully integrated with landscape and the finished materials appropriate location: and have unacceptable impact on landscape character and personality use of the countryside. The application has been accompanied by an environmental assessment and appropriate surveys relative to protected species and environmental designations. There have been protracted discussions with SNH regarding protected species surveys, and these are discussed later report. There are a number of statutory designations applicable to areas within a meet of the adjacent to the site. The Northern area is designated a Site of Special Landscape Importance (Auchinleck SSLI). Saughs Moss in the southeast corner of the CGA North is designated a Local Site of Importance for Nature Conservation (LSINC). The majority of this Moss lies in North Lanarkshire and is also designated an LSINC by that authority. Millerston C-SINC straddles the Springburn Cumbernauld railway. The M80 corridor and Springburn – Cumbernauld rail line are designated corridors of Wildlife and Landscape Importance.

The CGA masterplan shows a developable area which overlaps some environmental designations, notably part of the Saughs Moss SINC. This has occurred due to the masterplan being prepared and approved in advance of City Plan 2 being adopted. The masterplan technical work was undertaken using environmental designations from City Plan 1 and use these boundaries to assess developability. Adopted City Plan 2 extended the SINC boundary to the west, thereby creating a potential conflict with the Masterplan's development proposals. In preparing this application, the developer was asked to consider this potential conflict and to conduct an assessment of the justification for the SINC extension and an analysis of the impact of the proposed development on the extended SINC area. The response clarified that the overall integrity of the SINC, the largest part of which is outwith Glasgow, will not be prejudiced by the proposed CGA development. Where development intrudes into the new SINC boundary. it will not adversely affect the hydrology of the area.

Policy ENV 7 also states that if the site supports or has suitable habitats with features present which could support a European protected species surveys will be required. These have been lodged with this application as part of the Environmental Assessment, and have also been subject to supplementary survey during the course of the application. This aspect is covered under consultation comment from Scottish Natural Heritage.

Policy ENV - 10 Access Routes and Core Path Network - a condition has been attached for footpaths and pedestrian routes to be provided to create a green network throughout the department site, on the eastern boundary within structured landscaping, links from west to east and north to south and across the railway line into Millerston as shown in the indicative layout. This information will be the subject of approval prior to any physical development on site to commencing. Maintenance and management of these public access routes should form part of the legal agreement.

Policy ENV 14 – Sites of Archaeological Importance – There are 11 cultural heritage sites held by National Monuments Record of Scotland within or adjacent to the application site boundary including Wallace's Well (adjacent to the site), a number of former farms, former Robroyston station, marshalling yard and railway lines. While there is no objection to the proposals by West of Scotland Archaeology Service, conditions are attached that wherever possible, these features should be retained for their interest, in open space areas.

## CONSULTATIONS/REPRESENTATIONS

The proposal was advertised in the Evening Times on 11 June 2010 and 24 representations (including a petition with 44 signatures) have been received along with comment from Robroyston Community Council.

Robroyston Community Council does not object to development of 1600 houses in principle recognising they need more development to secure community facilities, that are lacking. They are however concerned that the City Council should impose strict and binding conditions on the developer to ensure they do not pass onto the buyers of these new houses unreasonable costs and responsibilities (in particular the performance of this particular developer on estates in the area). They advise that the City Council should consider carefully how any common ground in the proposed development is to be managed. Many complaints brought to the Community Council are about common ground and factoring arrangements. They urge the City Council to secure a bond from the developers, through their planning powers to allow the Council to take over this responsibility.

The main issues raised by the local residents could be summarised as relating to:

- **Landscape and visual impact/ impact on flora and fauna, and the area** – The development is on landscape which has a high scenic value. Views from dwellings would be distorted and would devalue house prices no longer see fields, the Campsie Hills, Ben Lomond and beyond. A host of flora and fauna affected if fields built on; groups of up to 10 deer regularly graze in the field, foxes, bats, many different species of birds, plants and insects. Wildlife and residents would be affected by noise/pollution when this development takes place, living beside a building site for a decade

**Comment:** The application has been accompanied by a full Environmental Assessment, and follows the approval by the Council of a Masterplan for the Robroyston CGA, which entailed a full community consultation exercise. The impact upon protected species, flora and visual impacts have been assessed as being acceptable. Impact upon existing communities during the course of any construction is not assessed as being high relative to the relative position of the application site

- **Proposals are contrary to City Plan/Structure Plan** - The Council should reject proposals for development on greenbelt and green spaces; this open space is enjoyed by dog walkers and wildlife. This would make Glasgow less of a dear green place. There are enough brownfield sites to develop without developing this site;

**Comment:** As noted already in the report, the proposed development is the direct result of the concept of Community Growth that was introduced in the 2006 Update of the Structure Plan in response to an emerging long term shortfall in provision of housing land, and the respective Structure Plan Authorities were requested to identify locations additional to the existing housing land supply where this shortfall could be met.

- **Form density and configuration of development proposed** – The development would result in loss of privacy to rear of dwellings. 1600 houses would give a total increase of 5,000 people (average of 3 people per property) living within a confined space with little greenspace built in. Glasgow had high density housing in 1960s with contributing social factors. High and medium density is unacceptable when matched against benchmark of surrounding areas and do not enhance the area. The development will dwarf all existing estates and will be a community of two halves on the north and south of M80. There is no greenspace corridor being provided with the proposed estate north of M80 being tagged onto the Glendale Estate.

**Comment:** A master plan approach was sought to establish how the proposed developments would integrate with existing communities and the surrounding countryside. Following community consultation, the Masterplan for Robroyston was approved by the Council's Executive Committee in September 2009.

- **Traffic and access problems** – the proposals will add to existing traffic delays currently experienced on M8 and affect traffic volumes on all surrounding roads. People prefer to use their own cars as first choice of transport. With people owing 2+ cars per family, this development will serve a conservative estimate of 2,000 + drivers on Robroyston, resulting in traffic congestion.

**Comment:** The development has been accompanied by a Transport Assessment (TA), and subject to the off site junction improvements identified in the potential Section 75 agreement, the impact on the network is considered acceptable. Transport Scotland has no objection to the proposals relative to impact on the motorway network. The proposed development also seeks to deliver a rail-halt and the provision of a through bus route

- **Objection to location of the proposed community centre** – this is shown on existing ground across from Wallace Monument, but should be located next to retail units in Saughs Road – affect house values, attract youths with drink and drug problems from neighbouring areas, increase in crime, theft violence, litter, noise pollution

**Comment:** Proposals in the relevant area show potential family restaurant/community facilities which will be subject to further matters specified for condition

- **Lack of receipt of neighbour notification notices.**

**Comment:** this was checked and neighbour notification by the Council was carried out correct.

The main consultations are detailed on page 1. The following matters are however highlighted from the consultations are discussed in more detail:-

LES (Public Health) has no objections subject to conditions relating to: ground contamination, air quality, noise from or associated with completed development, noise survey for road traffic noise and railway noise, investigation for landfill gas, light pollution. They advise SEPA is consulted regarding open water courses within the site and proposal to infill land during construction of M80 underpass.

**Comment:** Conditions have been attached to this report in this respect.)

LES (Roads) advise that they have no objection subject to condition/advisory note. The accesses to the park and ride facilities give concern. On the south side of the railway, access to the 60 space car park is taken via Station Road, a residential street. Depending on the number of people likely to drive to the station the facility may be insufficient and there may be possibility of parking in the surrounding residential streets. A TRO may then be required if a TRO is necessary to deal with parking problems on the south side this will be dealt with under separate legislation.

**Comment:** school now deleted.

SEPA has no objection to the planning application. They advise that with reference to the Indicative River and Coastal Flood Map (Scotland) 200 year flood outline (i.e. the flood with 0.5% chance of occurring in any single year) the proposed development sites lies outwith this flood envelope but it is adjacent to the Stand Burn and Garnkirk Burn and could be at risk of flooding although acknowledge that no residential development will take place within the functional flood plan of the Stand Burn and Garnkirk Burn.

**Comment:** Advisory notes have been attached regarding their advise on ecology, air quality and surface water, pollution prevention and foul drainage.

Sportscotland state that it is understood there are no pitches or other land uses within the application site in respect of which Sportscotland is a statutory consultee. It is noted that outdoor sport proposed is 8.02ha as opposed to City Plan requirement (Policy ENV2) of 8.5ha. This shortfall in area is almost equivalent to a full sized pitch. It is suggested by Sportscotland that further consideration would need to be given to the pitch area proposed in order to ensure that there is sufficient pitch capacity created and the existing pitch deficiencies in the area are not worsened. **Comment:** & pitches are currently indicated on the supported drawings. The capacity of provision will be affected by the precise design and standard of the proposals that may only be assessed at the further application stage. It is considered that the general area identified is of a size to meet the full ENV 2 requirement for the site.

East Dunbartonshire Council has objected to the application. They have concerns regarding the effect on the transport network on a number of key junctions. They recommend that the developer should enter into a legal agreement with EDC to offset any significantly impacted junction that will operate beyond reserve capacity; there should be provision of a contribution to A803 route corridor scheme, and contribution towards Bishopbriggs Relief Road. *(Comment – Glasgow City Council delivered the Bishopbriggs Relief Road within the Glasgow boundary some years ago. EDC did not compensate this Council for impact of developments within EDC boundary on Glasgow network. For Auchinairn Road, these improvements should have been negotiated with Wimpey as part of Bishopbriggs East Scheme given the much greater percentage impact from this site than Robroyston).*

West of Scotland Archaeology Service has no objections. It recommends that no development takes place until a programme of archaeological works in accordance with a written scheme of investigation approved by the local authority has taken place and all recording and recovery of archaeological resources is undertaken to satisfaction of local planning authority.

**Comment:** A condition has been allocated to this report in this respect).

Education Services - the proposal originally included a primary school within the application site boundary. Education Services were consulted and their preferred option was to extend the existing primary school at Wallacewell. They would be looking for a contribution of £3 million from the developer to cover the cost of providing additional facilities by way of a Section 75 legal agreement.

Scottish Natural Heritage have been consulted and have not objected to the above application.

They have recommended that with regard to:

- Central Scotland Green Network, which is in the National Planning Framework 2 (NPF2) should include details (maps and text) to illustrate how the development will provide an integrated multi functional green network across the development site, which adequately mitigates the significant and visual impacts identified.

**Comment:** A condition has been attached for plans to be submitted as matters specified for condition for a green network strategy to link up new areas with green corridors to those outwith the site.

- European Protected Species (EPS)

Further information was requested by SNH during the course of the application to assess potential impacts of proposed development in relation to:

**1, Otters (EPS)**

SNH advised that future otter surveys should be performed to support the detailed planning application and should be extended up and downstream outwith the site boundary. SNH were pleased to note the applicant's commitment to perform otter surveys prior to any development works in areas of suitable otter habitat.

Conditions have been attached with SNH's recommendations detailed consultation reply for:

- *further details that any phase of works within 30m of potential otter habitat (or 100m for works causing severe ground vibration); will be preceded by a re-survey between 12 months and one month before those works begin; and for the design of the new development around the suitable otter habitat should ensure that there are no barriers to prevent future use of these areas by otters;*

**2. Bats (EPS)**

SNH consultation response required a new bat survey report during the bat survey season (mid – May to September. SNH has no objection to the recent 2011 bat survey and commented that there is no evidence of bats roosting on site and did not record any Nathusius Pipistrelle bat. SNH advises that a licence would not be required if the following 3 points were clarified regarding potential maternity roosts:

1. a tree within belt to be retained was not subject to dawn activity survey for roosting.  
(Comment - as tree to be retained this has been conditioned.)
2. Wallacewell and Rail Bridge not subject to survey  
(Comment - not affected by construction) and
3. tree group 4 not subject to dawn activity survey  
(Comment - not affected by construction.)

Future surveys between 12 months and one month prior to detailed application lodged to assess roosting and foraging/commuting use should also be performed. Any phase of works which could affect trees, buildings or structures with bat roost potential should be informed by a re-survey during the most recent active bat season (mid-May to early September).  
*(Comment: these have been added as a condition to this report.)*

**3. Water Voles**

Water voles habitat is legally protected. This protection is under the Wild life and Countryside Act 1981. The population of water voles present within the site is known to be of regional importance. SNH would have expected that the Environmental Impact Assessment would have included potential impacts (during and post construction) upon water voles along with any necessary mitigation/compensatory measures. In particular the removal of peat for construction of the rail halt and associated infrastructure could have adverse indirect impacts on the water vole population, by affecting the hydrology of the Millerston C-SINC (see further below under Millerston – SINC). Since the passing of the Wildlife and Natural Environment (Scotland) Act 2011, a licence is required for disturbance to water voles. The granting of such licence is predicted on the development being necessary and having no reasonable alternative. A licence cannot be applied for until after permission has been granted and up-to-date detailed survey work and detailed mitigation must be provided with licence application.

SNH advise that the hydrology report within the Environmental Statement did highlight the most likely option, the removal of peat for the construction of the railhalt, is also likely to be the most damaging (the alternatives of floated road or piling are less reportedly viable due to too many unknown variables. However the Environmental Statement does not in fact assess potential impacts on the C-SINC and water voles and whether they can be mitigated. The applicant has highlighted mitigation principles for water voles during construction and operation. However without a full analysis of potential impacts, it appears that these principles would not be sufficient to avoid significant adverse impacts on both the C-SINC habitats and the regionally important water vole population. They consider that it is quite possible that the measures required to avoid significant impacts upon the C-SINC and water voles would adversely affect the deliverability of this of this development.

The Agents advise that the rail halt and the alternative construction options for the access road to the rail halt were all considered within the ES. In relation to water voles, associated habitat hydrology impacts and effects were considered on the basis of a worst case scenario (i.e. greatest impact scenario). The worst case scenario involved the digging out of a column of peat below the access road to allow its construction and the hydrological implications of this in relation to water vole. In accordance with EIA best practice guidance, this allowed the greatest impact and effect to be assessed and reported on specifically in relation to water vole.

The mitigation strategy described in the ES related to the proposed sustainable drainage system (SUDS) which would be designed and formed to also function as valuable water vole habitat replacement with a considerable element of enhancement over the existing quality of the habitats available. With ecological design and supervision that strategy would allow water vole numbers to increase above the numbers of animals evident from the surveys and result in better quality habitat, above that currently available within the site. Previous experience of water vole mitigation by Mackenzie Bradshaw Environmental Consultants (MBEC) and through other best practice indicates that this strategy is both plausible and deliverable, in other words it can be made to work effectively. It is fully acknowledged that all the detailed design for this strategy was not given in the ES because the required engineering detail was not available at that stage and would not normally be expected to be for an application for planning permission in principle.

The residual impact assessment for water vole, taking into account this mitigation strategy, concluded that there would be temporary construction effects on water vole which would be likely to be significant adverse level but that once vegetation development occurred and water voles had colonised the SUDS the effects would reduce to a non-significant level. Such colonisation of the SUDS is assured by the ecological input at detailed design and construction stages. In addition a mitigation measure of localised trapping and translocation was also suggested in the ES, if necessary, to ensure a successful colonisation and population spread.

The agents advise that they have complied with guidance and regulation specifically in relation to the surveying of and assessment of the impact on water vole within the Robroyston/Millerston CGA. Impacts on water voles within and outwith the C-SINC are assessed and reported in the ES and the mitigation strategy committed to in the ES already involves a clear link to the SUD's features as water vole habitat and enhancement based on the worst case (greatest impact) scenario in relation to construction of the access road to the rail halt. They are confident that the mitigation strategy can be implemented at a detailed application stage. Comment – This application is for planning permission in principle, and accordingly full detailed designs have not taken place for the access road and rail halt I within the C-SINC. Notwithstanding, scaled layout drawings of the proposals have been provided and ES assessment has been based on a worst case scenario, entailing full peat removal beneath the road/structures. It has found moderate impact upon the water vole habitat, and noted that mitigation measures for the habitat are likely to offset the moderate impact. Further, the delivery of the rail halt at this particular location, as identified in the Structure Plan, City Plan 1 and 2 and the Robroyston Masterplan, and the lack of a suitable alternative would suggest that the attachment of conditions for an Ecological Management Plan to be submitted for all protected species including water voles, with mitigation and full habitat and biodiversity management plans for the SINC sites, as matters specified condition as part of detailed design process, is an appropriate planning response.

## Other protected species

### 4. Badgers (NPS)

In order to avoid future uncertainty and risk SNH advise a full badger survey should be carried out before the current application is determined. They do however accept that the decision on the matter rests with the planning authority.

SNH advise that future badger surveys should be performed prior to the detailed design stage to access any changes in the use of the site. Additionally resurveys should be performed between 12 and 1 month prior to the commencement of any phase of construction works. (Separate to pre-construction checks, for badger setts prior to commencement of works). Regardless of when it may last have been used – a licence must first be obtained from SNH.

**Comment:** In terms of assessing likelihood of Badgers on site, it should be noted that whilst a sett was identified in the Saughs Road area in July 2009, and further badger surveys were carried out during the course of the application in the Saughs Road area, the sett was found to be inactive. An advisory note is attached that a badger licence to allow interference with the sett should be sought from SNH. Conditions are proposed to be attached regarding the need for further surveys prior to any works commencing on site

### 5. Barn Owls

Additional concern raised was that SNH had been informed that barn owls have been noted to be using one of the buildings within the CGA for roosting and/or nesting. Barn owls are a species of conservation concern, listed for additional special protection from disturbance at or near their active nests SNH strongly advise that a barn owl survey and mitigation plan is submitted by applicants. (A condition is attached to this report).

**Comment:** a condition has been attached for matters specified for condition in this regard).

Other General Comments (Landscape, Habitat Creation, Recreational and Access)

SNH has offered further advice relating to landscape impact habitat creation, recreation and access. These matters are either considered to have been taken account of in the proposals, or are the subject of attached conditions. It should be noted that SNH were a party to the Masterplan consideration prior to its approval.

SNH further recommend that any permission granted to the applicants should address the following issues through appropriate conditions.

- That an Ecological Clerk of Works (ECoW) is appointed as set out in section 9.6.2.11 to assist with the detailed design and construction and to oversee all work, advise accordingly and be on site when necessary.
- That an Ecological Management Plan (EMP) is written (as suggested in the ES) as part of the detailed design process by the appointed ECoW. This should include impacts and mitigation/compensation for all statutory protected species present within the site and full habitat management plans for the SINC sites.
- Areas providing suitable habitat for others and water voles should be clearly identified on a map of the site, with any areas of presence highlighted.
- Conditions to secure any proposed natural heritage mitigation measures that are not addressed in this response, if they do not form part of the application.

**(Comment – These have been added as conditions to the attached report).**

Network Rail objects to the proposed rail halt safeguard as the application does not justify the inclusion of the halt in terms of patronage generation arising from the development. The application does not prove why the existing stations in reasonable proximity to the development would not meet the proposed demand. They suggest that Network Rail take part in further discussions with the developer and Glasgow City Council.

**Comment:** The rail halt lies on the Springburn-Cumbernauld line which is covered by the existing committed proposals through the EGIP (Edinburgh to Glasgow Electrification Programme) entailing electrification and provision of new rolling stock. A Strategic Transport Assessment will require to be completed prior to the delivery of a rail halt at the site. The site is some 5 kms from Stepps Station by road, and the location at the site is identified in the Strategic and Local Development Plan, as well as through the Masterplan approval. A rail station/halt is considered to offer the best planning solution for the delivery of quality public transport to the development site.

Transport Scotland advise that there are a number of issues that are likely to affect the viability of a business case for a new railway station at Robroyston. This is consistent with STAG approach (Strategic Transport Assessment Guidance) which recommends that options that are unlikely to be viable should be sifted out.

**Comment:** Full STAG (Strategic Transport Assessment Guidance) appraisal will be required. It is however considered that the planning delivery of a rail halt and associated car park with this development represents the best planning provision for public transport for the site in the medium term. It also accords fully with the Strategic and Local development plans. and the approved Masterplan

## CONCLUSION

It has been noted that this application is the direct result of the Community Growth process identified through the Joint Structure Plan and the City Plan, and accords with a Masterplan approved by the Council in September 2009. It is this plan-led process that forms the context for bringing forward this application on this area within the Greenbelt.

Community growth, as the term implies, is intended to extend existing communities and the Structure Plan proposed that each CGA be of sufficient scale to allow the provision of infrastructure which would mitigate the impact of the new development. A masterplan approach was sought to establish how the proposed developments would integrate with existing communities and the surrounding countryside.

It is considered that the proposals presented through his application will allow for the implementation of a community growth development that will fully integrate with the existing communities of the area, and to the surrounding countryside, and do so in a manner that will create a high quality residential area. It also allows for the delivery of the significant community benefits identified:

- i. Provision of funding for indoor sports and changing facility and associated groundworks south of the M80 motorway (in the order of £7.5m)
- ii. Provision of Robroyston Railway Station and associated station car parks and access roads (in the order of £4 m)
- iii. Provision of funding for the extension of Wallacewell Primary School (in the order of £3 million)
- iv. Provision of 0.2 ha of land for new library facilities on the site south of Saughs Road;
- v. Provision of rights of access from the M80 junction to the sports facilities.

It is recommended that planning permission in principle be granted subject to a legal agreement and the following conditions:-

## CONDITIONS AND REASONS

01. (a) For the avoidance of doubt, the earthworks and development shall be carried out on a phased basis in accordance with the following drawings:

Earthworks and Phasing Strategy prepared by DRM Consulting Engineers dated March 2011 in that: relative to positioning of first 400 units and within

- Indicative Phasing of Residential Areas First 400 Units – North E7062/1503E
- Indicative Phasing of Residential Areas North E7062/1505E
- Indicative Phasing of Residential Areas First 400 Units South E7062/1504E
- Indicative Phasing of Residential Units South E7062/1506E
- Indicative levels North Sheet 1 of 2 E7062/1507A
- Indicative levels North Sheet 2 of 2 E7062/1508A
- South Sheet E7062/1509A
- Housing Area Cut-Fill Areas E7062/1510
- Housing Area Cut-Fill Contours E7062/1511A
- Site Sections E7062/1512A

all as received 28 March 2011. These drawings form part of the planning permission in principle hereby approved and associated landscaping and SUDS. A phasing strategy requires a modular arrangement to enable the provision of infrastructure on a phase by phase basis to negate requirements of high levels of infrastructure being necessary prior to construction.

- (b) For the avoidance of doubt: the finished levels should tie in with existing levels at the site boundaries and at the edge of any proposed structure planting.
- (c) For the avoidance of doubt: existing ground levels around the row of beech trees that cross from east to west in the CGA north area will be retained.
- (d) For the avoidance of doubt matters specified for condition shall generally accord with the following drawings:
- Location Application Plan 2069 133 Rev C dated 22 March 2011.
  - Land Use and Housing Density Plan 2069 132J received 22 March 2011.
  - Indicative Phasing and Density Plan 2069 129 Rev J received 22 March 2011.
  - Maintenance and Management Plan for open space for CGA North and South both received 22 March 2011;
  - Open Space and Connectivity Walkability Isochrone 2069 136A received 28 March 2011
- (e) For the avoidance of doubt the general through-route drawing of the M80 underpass linking north and south as shown in drawing Earthworks and Phasing Strategy shall be constructed and be in operation prior to the 800<sup>th</sup> house completed.

**Reason:** In compliance with Section 59 of the Planning Act.

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

02. The development shall not begin until an application for the following **transport** matters has been submitted to and approved by the Planning authority by the issuing of a Decision Notice.
- (a) While the delivery of a new rail halt is the Planning Authority's preferred means of delivering high quality public transport to the site it is recognised that this has to be endorsed through the STAG process. Details of: a suitably comprehensive STAG appraisal shall be prepared and submitted by the applicant prior to any agreement on development works for the site to address the requirements of Transport Scotland in order to allow them to assess the formation of a new Robroyston/Millerston "park and ride" railway station or another comparable high quality/attractive public transport alternative link to the City Centre and approved by the local authority prior to any works commencing on site. (If the railway station is not recommended within the STAG process, a suitable high quality/attractive public transport link to the City Centre (identified through the STAG appraisal process) shall be delivered to provide future residents (as well as existing residents of the established Robroyston community) with a viable and attractive public transport alternative to the car in line with local/national planning policy prior to any works commencing on site).
- Details of: railhalt shall include a plan showing land reserve shall be submitted for approval for up to 500 park and ride spaces within the CGA south, parking for the rail halt north, 330 spaces and south of the railway line, 60 spaces and parking for the other community facilities within CGA south. If the railway station is not operational once 400 units have been built, the car park to the north for the rail halt shall be constructed and replacement footbridge over railway erected and land reserved for car park to south. Plans shall be submitted and approved for a bus based park and ride prior to 400 houses being completed.
- (b) Details of: a detailed design, construction methodology and traffic management plan for the M80 underpass shall be submitted to and agreed in writing with the planning authority, in consultation with Transport Scotland. The proposed M80 Underpass shall be at least 16m wide to accommodate a new road/cycle way and footpaths. Thereafter the M80 Underpass shall be constructed in accordance with the agreed details.
- (c) Details of: the modifications to the M80 Junction Southern Roundabout including an increase in the size of the roundabout from 50m to 70m ICD shall be submitted to and agreed in writing with the planning authority prior to the occupation of any part of the site.
- (d) Details of: a scheme for mitigation works shall be delivered for Junctions 6 and 7 (M80 Junction 2) Junction 8 (Cumbernauld Road/Station Road and Junction 9 Cumbernauld Road/Royston Road and associated junctions and phasing of works be agreed as part of matters specified for condition prior to commencement of works on site as part of the development works.
- (e) Details of: the lighting within the vicinity of the trunk road network shall be submitted for the approval of the Planning Authority prior to the commencement of the development hereby permitted.
- (f) Details of: an acoustic barrier of a type approved by the planning authority, prior to the commencement of any development shall be provided and maintained along the proposed boundary of the site with the trunk road.
- (g) Details of: the crossing facilities at the end of the M80 Junction 2 slip roads, and the existing M80 underpass.
- (h) Details of: a Travel Plan, shall be submitted to and approved in writing by the Planning Authority, prior to the occupation of any part of the development hereby permitted. In particular the Travel Plan will identify measures to be implemented, the system of management, monitoring, review, reporting and duration of the plan.
- (i) Details of: a proposed spine road of a standard to permit two way bus operation and not incorporate vertical displacement traffic-calming measures as shown in the masterplan. The width of the roads should be at least 6.5m wide and 7.3 m wide where cycle provision is also to be accommodated on the road alongside buses.

- (j) Details of: car parking provision shown at the upper guideline of Policy TRANS4 of City Plan 2 with each dwelling allocated an incurtilage/off-road parking space.

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

03. The development shall not begin until application for the following **environmental health matters** has been submitted to and approved by the planning authority by the issuing of a decision notice.

- (a) Details of: a comprehensive site investigation for ground contamination shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution. "The investigation of potentially contaminated sites – Code of Practice" (BS10175:2001). The investigation report shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN 33 Revised 2000 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, it shall include a detailed remediation strategy. The approved remediation works shall be carried out prior to the commencement of development on site other than that required to carry out remediation.
- (b) Details of: an assessment of the impact of emissions to air from or associated with the development, including associated road transport, construction and demolition, carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The assessment report shall make reference to the standards and objectives of the National Air Quality Strategy. Where the development is assessed as having an adverse impact on local air quality, including that of any Air Quality Management Area, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed before the use of the development commences.
- (c) Details of: a noise survey demonstrating the impact of mixed traffic sources on the development using the principles set out in "Calculation of Road Traffic Noise" (DoE/Welsh Office, HMSO, 1988) and in "Calculation of Railway Noise" (DoT, HMSO, 1995) shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The survey shall identify the Noise Exposure Category specified in Planning Advice Note PAN 56 Planning and Noise within which the development will fall. Where mitigation measures are required to achieve internal noise levels, with windows closed, of 45 dB(A) daytime and 35 dB(A) night time when measured as LAeqT, these shall be specified in the survey report. The approved mitigation measures shall be completed before any of the dwellings are occupied. The survey shall also demonstrate that the dwellings will be designed and constructed to ensure that noise arising from railway movements will be no more than 45 dB LA max(fast) within any bedroom in accordance with World Health Organisation Community Noise Guidelines for sleep disturbance.
- (d) Details of: an investigation for landfill gas shall be carried out in accordance with The Department of the Environment's Waste Management Paper No 27 before any work on the site is begun. Full details of the investigation and its results shall be submitted to and approved in writing by the planning authority. Any required remedial action shall be carried out prior to the commencement of development in each phase.
- (e) Details of: an assessment of the impact of local air quality on residents of the proposed development carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The assessment shall make reference to the standards and objectives of the National Air Quality Strategy. Where an adverse impact on residents is identified, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed in each phase before any of the dwellings are occupied.

- (f) Details of: a noise survey demonstrating the impact of rail traffic noise on the development using the principles set out in "Calculation of Railway Noise" (DoT, HMSO, 1995) shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The survey shall identify the Noise Exposure Category specified in Planning Advice Note PAN 56 Planning and Noise within which the development will fall. Where mitigation measures are required to achieve internal noise levels, with windows closed, of 45 dB(A) daytime and 35 dB(A) night time when measured as LAeqT, these shall be specified in the survey report. The approved mitigation measures shall be completed before any of the dwellings are occupied. The survey shall also demonstrate that the dwellings will be designed and constructed to ensure that noise arising from railway movements will be no more than 45 dB LA max(fast) within any bedroom in accordance with World Health Organisation Community Noise Guidelines for sleep disturbance. Any houses within 30m of railway should be subject to rail vibration survey to be submitted to and agreed by planning authority.
- (g) Details of: acoustics for noise attenuation road traffic noise and detailed noise report for each phase of housing within each phase 1 and 2 of north and south adjacent to M80 prior to the submission of any detailed housing layouts.
- (h) Details of: make up of soils for garden, landscaped and amenity (sports pitches) areas within the areas of existing infill in order to ensure that superficial soils in these areas are fit for purpose and that a suitable thickness of clean, physically suitable cover material existing in these areas.
- (i) Details of: appropriate capping layer for soils for all new garden, landscaped and amenity areas proposed for those locations of CGA South where contaminated ash deposits are present.

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

04. The development shall not begin on the relevant phase until an application for the following **design layout and access** matters has been submitted to and approved by the planning authority by the issuing of a decision notice.

- (a) Details of: layout of the site and sitings of buildings, design and external appearance of buildings; and a means of inclusive access to the site for pedestrians, cycles and other motor vehicles.
- (b) Details of: a design code showing:
  - typical sections through each housing phasing. The buildings to be positioned to take advantage of topography and arranged to create views through the development to the SINCs and from Robroyston north to the Campsie Hills.
  - a roofscape for each housing phase: chimneys, pitches, material and colour and walls, doors and window frames shall be submitted for approval prior to submission of any housing applications - The colour of tiles on pitched roofs of dwellings shall be the same in each phase of development with variation in colour permitted only to ridge tiles.
  - plot patterns, building lines, heights, scale massing, detailed design, use of materials and micro-climate and take account of relevant supplementary development guidance. Robroyston Masterplan specifically prepared for the site. There shall be no buildings higher than 2/2.5 storeys.
  - For the avoidance of doubt the density of development shall exclude main roads, buffer zones, structural landscaping, other uses such as local shops and community facilities, general open space areas for football, mini-parks. The density of development shall include local access roads, parking areas, footpaths and local open space such as children's play area and amenity space.

- All new dwellings shall meet the requirements of DG/RES 1 in relation to rear access, usable private garden space and privacy and overlooking and general guidance in Policy RES 1 and DG/RES 1.
  - 10% of each housing phase to be wheelchair standard or readily adaptable to meet this standard in compliance with Policy RES 4 of Glasgow City Plan2.
- (c) Details of: appropriate provision for the recycling, storage and collection of waste materials and details of design, materials and colours of bin stores shall be submitted to, and approved by, the planning authority prior to the commencement of works.
- (d) Details of: individual applications for open space structure for each housing phase to meet requirements for amenity space, children's play and informal sport on a pro rata in access with ENV2 basis within their application boundary. Open spaces should be located so that each dwelling has access to provision within the appropriate distance thresholds set out for the respective open space categories, i.e. 300m for children's play, 400m for amenity space and 500m for informal sport.
- (e) Details of: existing and proposed site levels, levels of all accesses and finished floor levels and cross-sections, finished levels to be designed to ensure a general fall towards the low areas of the site to negate excessively deep SUDS basins.
- (f) Details of: floorspace of the healthcare and community facilities not exceeding 1,875 sqm. Any individual office and business units shall have no floorspace of more than 1,000 sqm. Any individual retail unit, shall be restricted to 999 sqm and any individual comparison retail unit shall be restricted to 1999 sqm.

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

05. The development shall not begin until an application for **landscape matters** has been submitted to and approved by the planning authority by the issuing of a decision notice.

- (a) Details of: an overall structural landscape and SUDS layout plan outwith the housing phases showing:
- the new designated green belt boundary;
  - the green network, sustainable drainage infrastructure 30m buffer zone for SINCS;
  - the pedestrian/cycle networks and public transport infrastructure;
  - The landscape components should include topography, water features (including culverted water courses), significant woodland and trees, other vegetation and natural features including habitats for wildlife and views in and out of site, informal amenity space, longer walks and cyclepaths that connect up to SINCS, equipped play space, kickabout areas.
  - This structural open space to be overlooked by houses and accessible from the footpath/cycle network and bus stops.
- (b) Details of: a landscape layout plan showing: details of planting, materials, seating, fencing and equipment for the open space within each housing application;
- accessible external spaces
  - landscape treatment to provide an attractive setting for buildings
  - design development on hillsides to enhance views into and out of the site and to protect where possible the local skyline

- incorporate a sustainable drainage facilities and break up areas of car parking with tree and shrub planting
  - incorporating porous surfacing or other SUDS features and be screened with shrub or hedge planting within housing areas
  - retained existing trees and landscape buffer planting incorporated within common open spaces rather than in individual gardens, and appropriate tree planting within individual gardens.
  - open spaces and play areas overlooked by homes, located on a safe footpath route accessible from as many homes as possible.
  - open spaces or footpaths passing between homes should incorporate adequate space for buffer planting between them and adjacent homes.
  - SUDS phases 1 to 6 north of M80 should also include SUDs phase 7
  - each housing phase to have a local play area suitable for toddlers.
  - details of planting, materials, seating, fencing and equipment for the open space within each housing phase.
  - A plan at 1:500 shall be submitted showing all play areas/open space within each housing phase.
- (c) Details of: a scheme of hard and soft landscaping shall be submitted to and approved in writing by the planning authority before any work on the site is begun. The scheme shall include:
- details of retaining walls (existing and proposed);
  - boundary treatment(s); including a stone boundary wall up to 0.5m high to match existing stone wall on Robroyston Road along North and South of Robroyston Road and repaired where necessary; fencing for areas of public open space and SUDs
  - a programme for the implementation/phasing of the landscaping in relation to the construction of the development.
  - The early implementation of planting 15-20cm strip of scrub and trees south of railway line and within structural landscaping areas;
- (d) Details of: a detailed tree survey, shall indicate those trees which it is intended to retain and those which it is intended to remove shall be submitted to and approved in writing by the planning authority. A detailed survey shall be submitted for phase 1 and phase 2.
- (e) Details of: hedgerows which are to be retained within the development and mature trees which should be fenced off before the construction phase commences.
- (f) Details of: the eleven cultural heritage features shall be fenced off during construction and incorporated within structural landscaping or local open space within housing areas. Details of fencing and any proposed level changes and any treatment of open space in which they would be incorporated.
- (g) Details of: the completed surface water attenuation scheme prior to be implemented.
- (h) Details of: a maintenance schedule for the landscaping scheme/open spaces, sustainable urban drainage systems (SUDS) and details of maintenance arrangements, including the responsibility of relevant parties.

- (i) Details of: a written scheme of archaeological works to be approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

06. The development shall not begin until an application for **ecological management** matters in the form of an Ecological Management Plan as part of a detailed design process and approved by the planning authority by the issuing of a decision notice.

- (a) Details of: surveys and mitigation plans for all protected species including avoidance of impact on water vole habitat which contain full habitat and biodiversity management plans for the SINC sites including (otters and bats): details of trees to be retained for potential bat maternity roosts including those trees not surveyed (tree 43 and tree group 4).
- (b) Details of: robustly, fenced buffer zones erected prior to construction and around all retained vegetation areas to assist in allowing the safe movement of species, such as water vole and birds, between areas of different habitats. The fenced off buffer areas/peripheral areas will be excluded from all development including clearance of vegetation, storage of materials and siting of works compounds.
- (c) Details of: the proposed construction of the rail halt, its impacts and proposed mitigation in terms of scale and location of the rail halt relative to wetland elements, removal of peat, impacting upon overall hydro regime and impact upon the SINC and potential impacts and mitigation on water vole population.
- (d) Details of: a 30m buffer zone shown on structure landscaped areas around Millerston SINC and Saughs Moss L-SINC to minimise adverse impacts on the biodiversity of SINCS. These buffer zones will form part of the overall structural landscaping and include in formal recreational space and planting for habitats, SUDS attenuation/detention basins wetland and outfalls. Proposals shall also include removal of invasive plant species rubbish removal, selective removal of non-native tree species, complete removal of trees from bog areas, opening up temporary woodland glades, encourage germent of natural regeneration of plants in longer term and access control of numbers of people in the area.
- (e) Details of: outwith environmentally designated sites, proposals to retain existing hedgerows incorporated within the design of housing areas and road infrastructure. Planting of new species hedgerows within new green spaces into detailed design work. The incorporation of SUDS swales on road verges to protect long term viability of any adjacent hedgerows retained or planted.
- (f) Details of: a Construction Environmental Management Plan (CEMP) will be prepared and agreed in advance of commencement of the construction activities in order to mitigate significant adverse effects. An Ecological Clerk of Works to be appointed to oversee all work including assisting in detailed design and construction. The CEMP will specify the locations of the contractor's compound, material storage areas, potential road diversions/highway improvement works and temporary security/health and safety lighting throughout the construction programme to ensure that the siting of such features considers the surrounding sensitive receptors and that any disturbance impact from lighting is reduced to a minimum. This will ensure that the effects on neighbouring residential receptors are minimised.

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

07. The development shall not begin until an application for the following **Green Network** matters have been submitted to and approved by the Planning Authority by the issuing of a Decision Notice.

(a) Details of: and phasing for implementation of a Green Network Strategy for the site shall be submitted by plans at 1:500 for pedestrian spine and footpath and cycle links to link up to structural open space and local open space prior to approval of reserved matters to augment and enhance existing habitats (woodland, grassland, wetland, watercourses, peat mass) with new planting and open space to link these areas with green corridors (footpaths and cycleways) which includes:

- A recreational footpath cycleway around the perimeter of the Robroyston/Millerston CGA to be provided.
- A safe pedestrian/cycle route between Saughs Road and the southern (residential/community sports centre/railway station) sites. In conjunction and in agreement with the Council/Transport Scotland.
- To link from Robroyston Park along south side of Saughs Road, through underpass and down to proposed rail halt and across bridge and on eastern boundary along Millerston Road.
- Footpath/cycleway along perimeter eastern boundary from Auchinleck Road of the CGA along the greenbelt boundary in the form of a woodland walk that opens into glades that contain SUDS basins passing by Saughs Moss and Millerston C-SINC where it will link into pedestrian spine down to M80 and under underpass
- Along western boundary from Saughs Road, then north of Robroyston Road through potential community facilities, footpath along eastern boundary.
- Boundary adjacent to Auchinleck SINC, along western boundary with Robroyston Hospital Site and down to M80 and west to meet up with pedestrian spine.
- Footpath from south of M80 underpass along and down eastern boundary and along by attenuation/detention basins to link with rail halt, sports facilities and down towards Hogganfield Loch.
- Pedestrian spine and footpath from Saughs Road south down to link through with Robroyston Business Park.
- To facilitate safe pedestrian/cycle access to the "township" centre and links with the existing retail park, a new staggered "toucan" crossing shall be formed at the eastern end of Saughs Road.
- A footbridge for rail halt linked to footpath network.
- A footpath link from the application site to the existing play area at the south end of Auchinleck SINC;

**Reason:** The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

## REASON(S) FOR GRANTING THIS APPLICATION

The proposal was not considered to be in accordance with the Development Plan, however there were material considerations which outweighed the proposal's variance from the Development Plan.

## REASONS FOR CONSENT CONTRARY TO DEVELOPMENT PLAN

01. The proposal is for mixed use housing, and retail and commercial uses, contrary to Policies DEV 11 - Greenspace and DEV 12 - Greenbelt of Glasgow City Plan 2. This application is the direct result of the community growth process identified through the adopted structure plan and accords with a Masterplan Robroyston/Millerston CGA approved by the Council in 2009 (as also allowed for in City Plan and City Plan 2) and this planning process identified the context for bringing forward this application on this area within the Greenbelt.
02. The proposal is contrary to Policy DEV 3 - Industry and Business of Glasgow City Plan 2. That area of the site is no longer identified by the Scottish Government or required in terms of land supply for that purpose. The use of that area for (mainly) pitches and sports accords with the Masterplan (mentioned in CDP1 above) (and existing default Greenbelt designation of Glasgow City Plan 2) and relative to the rail halt/station in accordance with City Plan 2.

## ADVISORY NOTES TO APPLICANT

01. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
02. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
03. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
04. Premises used for the purposes of a food business require to register under the Food Premises (Registration) Regulations 1991. An application form for registration of the premises or change of details of an existing registration can be obtained from Land and Environmental Services (Environmental Health).
05. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
06. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
07. Commercial waste from the premises requires to be disposed of in accordance with the Duty of Care requirement under section 34 of the Environmental Protection Act 1990. Waste transfer notes require to be obtained for the disposal of such waste and retained for a period of two years.
08. The adoption, maintenance and management of the SUDS facilities (pipes, basins, wetlands and outflows) will be divided between GCC and Scottish Water, proportions to be agreed. SUDS divided into parcels of land for each water run-off.
09. Glasgow City Council in the Finalised Masterplan has expressed a preference for in-curtilage parking rather than the use of communal car parks or on-street parking for reasons of safety and security. GCC has advised that undercroft and courtyard parking accessed via pends are acceptable alternatives to in-curtilage parking.
10. In the Finalised Masterplan GCC advises that on-street parking cannot be allocated to individual dwellings and therefore is not appropriate for resident's cars. On-street parking is acceptable for visitors parking, service vehicles and company vans driven by residents.

11. The applicant should contact Land and Environmental Services (Roads) at an early stage in respect of legislation administered by that Service which is likely to affect this development.
12. The developer and each prospective purchaser should be made aware, by means of an advisory note on the decision letter, that future residents will not be eligible to purchase a resident's on-road parking permit, should these be introduced in the future in line with current Council policy.
13. Where possible known sites, standing structures or Buildings of Architectural and archaeological heritage should where possible preserve in situ through avoidance or preserve through record by building recording surveys of the following sites: Wallace's Well, Saughs, Auchinleck and Wisehill farmsteads and trial trenching those areas immediately surrounding or in close proximity to the following sites: Wallace's Well, Robroyston Mains, Bogside, Saughs, Auchinleck, Wisehill, Easter Lumloch Lower Cottage, and Hillhead.
14. The applicant is advised that a barn owl survey and mitigation plan should be prepared and agreed with the planning authority in consultation with SNH.
15. The indicative layout for housing submitted for information only does not comply with Designing Streets. Future applications for individual housing phases should comply with Designing Streets.
16. The applicant is advised that SEPA would seek further discussions and details of the SUDS strategy for the site, in particular what progress has been made on the adoption/vesting of the structures to be constructed at the site. They reiterate the need to ensure that the surface water arising at the site is collected, treated and disposed of in accordance with CAR during both the construction and built phases of the project. The applicant should contact SEPA EPI Team prior to enabling works commencing at the site to discuss the pollution prevention techniques (CMS/EMP) that are to be utilised at the site. These discussions should occur at least 4 weeks prior to works commencing at the site.
17. The applicant is advised that:-

Detailed remedial action plan would require to be prepared and agreed, with the regulatory authorities, following further investigations, prior to any development activity commencing. At the present time the following mitigation measures during the construction phase are anticipated as a minimum requirement.

Direct contact and subsequent ingestion of ashy soils containing elevated contaminant concentrations could be mitigated against during the construction phase by construction personnel observing appropriate health and safety precautions, in accordance with normal good working practice. The wearing of boots, gloves and overalls would be required at all times across the Site.

Earthworks and construction activities within the southern and western portions of CGA South would require to be set up so that designated clean and dirty areas are established. Access to this area would be controlled via a dedicated unit with contractors changing into work clothes prior to entering the identified area of concern with CGA South. Working clothes would remain in the changing unit outwith working hours and during mealtimes and breaks etc. The unit would have suitable washing facilities. All other third parties working on CGA South would adopt the same measures.

A programme of dust monitoring would require to be undertaken. This would involve monitoring for contaminated dust and particulate matter prior to development activities commencing in order to establish baseline conditions. Agreed limits for dust in air would be set and monitoring undertaken on a daily basis throughout the construction phase. Dust suppression measures such as damping down would be necessary during construction works. Should limits be exceeded there would be requirement to stop works with additional damping down wetting of soils undertaken until agreed dust limits had been restored. Site contractors may require to don disposable overalls and dust masks during the works if this is deemed appropriate following further investigations and baseline dust monitoring.

Damping down during construction activities such as vibro and piling works would mitigate against potential risks to specialist contractors undertaking these works.

Control of water generated by wetting activity and from dewatering of excavations (such as for the rail halt access road) would be necessary. A license to discharge this water to a foul sewer could be agreed with Scottish Water, although some temporary filtration to remove silt and solids would be necessary.

An alternative would be to create a soakaway within the ash fill materials adjacent to the works. This would mirror to some extent existing conditions with finer particulate matter being filtered out, although the increased flow through could in the short term add to the leaching of contaminants. Groundwater sampling has been undertaken and baseline conditions established. Groundwater monitoring and sampling would continue throughout and following the construction phase in order to ensure that an increased adverse effect of the works on baseline conditions did not occur. If such an increase was noted, the working methods would require to be modified.

As is good building practice existing surface water bodies (the flooded railway cutting) would be protected from site run off through the utilisation of cut off trenches and bunds as appropriate.

Any groundwater/surface water impacts would need to be measured against the existing baseline conditions already measured to ensure that no deterioration in these conditions occurs.

All on-site storage of fuels and oils would be in suitably locked and bunded tanks and the refuelling of site plant and vehicles would be in designated areas only and the process carefully managed to prevent spills and leakage.

Any materials imported for use beneath roads and as piling mats etc. would be visually inspected prior to importation to the Site and tested as appropriate. A watching brief would be maintained during the importation to ensure that these materials do not contain any obvious signs of contamination either with unsuitable and/or deleterious materials such as timber, tar asbestos etc.

Any soils that may be imported to site as permanent backfill material, especially those used as cover in garden or landscaped areas, would be visually inspected and sampled, at source, by a competent person, to ensure they are free from contamination and fit-for-purpose prior to importing to site. It is anticipated that the majority of soils utilised for this purpose would be generated from within the Site boundary.

All ground-works or below-ground maintenance on site would be carefully controlled and a permit to-work system used. Human-entry into deep excavations and underground spaces would be avoided if possible. Where human entry is required, appropriate risk assessment would be carried out. Gas-free testing of the work area and if warranted, forced air ventilation, would be undertaken prior to entry. All personnel involved in such work will be confined-space trained and provided with appropriate personal protective equipment.

For excavations within the identified natural ground within the Site, arisings would be stockpiled for re-use on site.

Further investigation of the site for geotechnical purposes would be required to specify the foundation designs for the development. The foundation solution selected would aim to minimise off-site disposals of soil and associated lorry movements. Monitoring of groundwater quality would be undertaken before, during and after ground-works in order to demonstrate that no significant deterioration has occurred.

For excavations within the areas identified to contain ashy made ground material, arisings would be stockpiled separately, pending inspection and sampling by a competent person. Risk assessment would be carried out to determine the suitability (or otherwise) of the stockpiled material for re-use on site. If such material is unsuitable for re-use on-site, it would be appropriately classified employing Waste Assessment Criteria for safe and legal off-site disposal. Where soils are removed off site, a suitable docket system would be in place to ensure that the movement of material is traceable from the site to the disposal location.

A suitably experienced environmental scientist would be retained during ground-works. If any previously unsuspected contamination comes to light during excavations, work in the area affected would be stopped, advice will be sought and the Local Authority informed.

Wheel washing facilities would be used at the exit(s) from the Site to minimise the transfer of soils onto surrounding roads. All lorry loads of soil or rubble would be sheeted appropriately before leaving site. An appropriate scale of road sweeping would be carried out to prevent unreasonable deposition of mud.

18. The applicant is advised to liaise with LES regarding ground contamination.

The reduction in infiltration through contaminated soils should reduce the leaching of contaminants from these soils thereby improving baseline conditions. It is anticipated that the development proposed and the surface water treatment measures established would reduce contaminant concentrations in groundwater and, subsequently, surface water bodies.

A programme of post development monitoring would enable a comparison to be made against pre development baseline conditions in terms of groundwater and surface water contaminant levels.

It is anticipated that the development of the CGA South would also significantly reduce the possibility of fly tipping within surface water bodies, thereby leading to an improvement in baseline conditions and enhancement.

The use of gas preclusion measures in buildings constructed within those areas of CGA South where elevated concentrations of carbon dioxide have been identified would remove the already low risks to future site residents from the accumulation of the asphyxiant gas carbon dioxide. Further monitoring may enable a reduction in the number of units beneath which these measures would be necessary.

Elevated carbon dioxide concentrations within the CGA South could continue to present a risk to maintenance workers in below-ground void spaces such as sewers and deep manhole chambers. As with any confined space entry, appropriate health and safety measures would always be followed by personnel undertaking such work.

The design of concrete products to mitigate against slightly acidic conditions identified in made ground would safeguard the long term viability of foundations where acidic conditions have been identified.

Similarly wrapped ductile iron pipework or barrier pipe should be utilised for water supply pipes laid in the ashy made ground.

19. The applicant is advised that in order to reduce the impacts of lighting during construction on sensitive residential receptors, the following best practice measures as recommended by the ILE, CIRIA and Health and Safety Executive (HSE) will be implemented as part of the CEMP:

- Specified working hours, uses of lighting, the location of temporary floodlights and construction compound will be agreed in advance. The CEMP will indicate the proposed location of the construction compound for each phase of the construction programme. The proposed location of the compound and storage areas will take into consideration the location of sensitive receptors and will respect the proximity to nearby sensitive receptors.
- Lighting to be switched off when not required unless specifically needed for construction activities or for security and/or health and safety requirements.
- Glare caused by poorly directed security and floodlighting will be minimised by ensuring that light fittings are horizontally mounted and directed into the centre of the Site. Given the sensitivities on and surrounding the Site (including motorists and train drivers), temporary lighting fixtures will be installed and designed to provide full cut-off or will be directionally shielded to ensure that artificial light is controlled and substantially confined to the defined area intended to be illuminated.
- Light spill will be minimised by avoiding poorly sited lights on the boundary of the Site or in particularly sensitive areas of the Site. In particular, lighting will be located and directed so that it does not cause unnecessary intrusion to adjacent residential properties or distraction to adjacent road users. The mitigation recommendations for sensitive species such as bats would also be taken into account in the location and type of lighting installed; refer also to Chapter 9 Ecology and Nature Conservation.
- Contribution to sky glow will be minimised by the use of modern floodlights with appropriate tilt angles and shields to avoid upward light loss.

20. The applicant is advised that in order to reduce likely impacts of lighting during the construction phase on road users utilising the surrounding road network, the following best practice measures as recommended by the CIE150 ILE, CIRIA and the HSE will be implemented as part of the CEMP.
- The construction areas adjacent to walkways or roadways should be well lit and clearly defined at all times to ensure the safety of motorists and pedestrians.
  - Any temporary detours of vehicles or pedestrians (e.g. temporary footpath diversions - refer to Chapter `Socio-Economic and Community Impacts`) around the construction site should be clearly visible at all times.
  - Construction area fences located near existing roadways or walkways should be well lit to assist in defining the limits of the construction area for motorists and pedestrians
  - Temporary walkways, roads and parking areas should be illuminated in accordance with current guidance stipulated in the ILE Guidance Notes of the Reduction of Obtrusive Light (2005)
  - Should hoarding be required during the construction phase, care should be taken to avoid this casting shadow on surrounding and adjacent footpaths and roads
21. The applicant is advised that a number of mitigation methods for dust should be implemented, as appropriate, including the following:-
- Use of appropriately designed vehicles for materials handling
  - Vehicles carrying loose aggregate and workings should be sheeted at all times
  - All construction plant and equipment should be maintained in good working order and not left running when not in use. If possible, construction plant should be located well within the Site, away from the perimeter and existing sensitive locations.
  - On-site cement and concrete batching (if required) should be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied, as appropriate
  - On-site aggregate handling should be undertaken in enclosed areas and transfers completed in a way that minimises the requirements to deposit materials from height
  - Surfaced and un-surfaced site access roads should be dampened as necessary, using a water bowser and the surfaces kept in good order. Where appropriate, the use of wheel washers should also be implemented.
  - Regular inspection of local highways and site boundaries for dust deposits (evident by soiling and marking) on vegetation, cars and other objects, taking remedial measures, where necessary. Inspections should be carried out on a regular basis during the working week
  - Stockpiles of soils and materials should be located as far as possible from sensitive properties, where possible, taking account of prevailing wind directions and seasonal variations in the prevailing wind
  - Surface area of stockpiles should be minimised (subject to health and safety considerations and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up and dampened, where appropriate
  - Prior to conducting dust-generating activities wind speed and direction should be observed to determine the potential for dust nuisance to occur. Potentially dust-generating activities should be avoided during periods when wind direction may carry dust into sensitive areas and during periods of high or gusty winds.
  - Windbreak netting/screening should be positioned around material stockpiles and vehicle loading/unloading areas, as well as exposed excavation and material handling operations, to provide a physical barrier between the Site and the surroundings.
  - Completed earthworks should be covered or vegetated as soon as is practicable
  - Use of dust-suppressed tools for all operations
  - No unauthorised burning of any material anywhere on-site.

22. The applicant is advised that an implementation of a Noise Control Plan during construction that provides a noise management system tailored to the specific needs of the construction works, the site and the surrounding area. As a minimum, a Noise Control Plan should cover:

- Procedures for ensuring compliance with statutory or identified noise control limits
- Procedures for ensuring that all works are carried out according to the principle of 'Best Practicable Means' as defined in the Control of Pollution Act 1974
- General induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site
- Liaison with GCC and the existing local community
- Provision of a contact telephone number and responsible person to whom any complaints or concern with regard to noise, vibration and other environmental issues should be put as a first port of call. This affords the Contractor the opportunity to address any issues prior to GCC involvement.

The adoption of Best Practicable Means to control noise emission from the site should be enforced rigorously. As far as is practicable, the contractors should bring to site and employ on the works only the most environmentally acceptable and quietly operating plant and equipment compatible with the safe and efficient execution of the works. Equipment should be well maintained and fit for purpose. The noise emitted by any plant item should not exceed the limits quoted in either the relevant EC Directive/UK Statutory Instrument and should be no greater than the relevant values quoted in the current version of BS 5228. All items of plant operating on the site in intermittent use should be shut down in the intervening periods between uses. In particular:

- All pneumatic tools should be fitted with silencers or mufflers
- The excavation should, wherever possible, be undertaken without the use of pneumatic breakers. For example, any existing hard surfaces could be removed by an excavator with a bucket or blade attachment
- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise noise. Where possible, delivery vehicles should be routed so as to minimise disturbance to local residents. Delivery vehicles should be prohibited from waiting on the highway or within the site with their engines running
- No radios or music should be played on the site.

All plant items should be properly maintained and operated according to manufacturer's recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the noise impact at nearby noise sensitive properties is minimised. Local hoarding, screens or barriers should be erected as necessary to shield particularly noisy activities.

Works should not be undertaken outside of the core daytime hours, unless absolutely necessary.

Experience from other sites has shown that by implementing the measures discussed above, typical noise levels from construction works can be reduced by up to 5-10dB(A). This would represent a worthwhile reduction in the impact of the construction works.

All neighbours should be informed well in advance of such works using a leaflet drop giving full details of the hours during which the works are to be undertaken and also providing an appropriate contact name and number to whom complaints should be addressed.

23. The applicant is advised that a Construction Environmental Management Plan (CEMP) will be implemented to minimise the effect of exhaust emissions associated with construction traffic, and is likely to include the following mitigation measures, where possible:

- Restriction of on-site movements to well within the Site boundary and away from the perimeter
- Prevention/minimisation of the movement of construction traffic along sensitive roads (e.g. residential roads, congested roads, via unsuitable junctions)
- Careful timing of large-scale vehicle movements to avoid peak hours on the local road network
- Detailed mitigation measures to control construction traffic will be to establish the most suitable access and haul routes

24. The applicant is advised that with respect to construction traffic, the appointed contractor will be required to develop and agree with the relevant departments of GCC (including Roads) a Construction Environmental Management Plan (CEMP), which will consider a broad range of environmental issues related to construction, including:

- The delivery of materials and the removal of surplus materials at non-peak periods for vehicular and pedestrian traffic to avoid disruption to other road users.
- If required, the delivery of special loads at night or outside peak times as far as reasonably practicable, and consultation with the roads authority and the Police prior to such deliveries to minimise disruption to other road users.
- The need for sheeting of loads and wheel and body washing where there is a risk of construction traffic carrying or dispersing fugitive material, principally mud and dust, onto public roads (refer to Chapter 12 Air Quality).
- The routing of traffic to and from the construction site to avoid the busiest routes beyond the immediate vicinity of the site.

This plan will then be adopted and will form part of the construction contract and the measures within it implemented to ensure that traffic and transport impacts as a result of the project are appropriately mitigated.

25. The applicant is advised that the principles of a Section X Agreement is to allow a drainage system to be shared between roads authority and Scottish Water fairly.

There are fundamental differences in subsequent maintenance strategies based on SUDS all surface water run off captured and treated on site in a single pipe system. This would go to localised detention basis then to regional pends. This would provide 2 levels of treatment: and then surface water treatment will be done as close to sources possible or driveway drainage incurtilige and roads with swales going to localised detention basins then regional pends providing 3/4 levels of treatment. The range of road surfaces materials have to be confirmed. The surfaces LES can maintain is limited and should be agreed prior to works commencing. Modular black paving no longer acceptable.

The term "shared spaces" for car parking is unclear. If offered for adoption, provision must be made for utility services by means of a service strip in any adoptable shared surface areas. Shared surfaces should be limited to a small number of houses.

LES will not accept permeable carriageway construction except in very limited areas. New roads being below flood level is acceptable only in exceptional circumstances and being part of an overall flooding strategy.

Detailed design of all pedestrian crossing facilities i.e. bridges, underpasses, etc must be agreed with LES beforehand.

LES would not adopt "shared private drives".

LES would prefer all residential parking should be off street with only visitor parking on street.

The developer and each prospective purchaser should be made aware that future residents will not be eligible to purchase a residents on-road parking permit, should these be introduced in the future in line with Council policy.

26. SPT advise that the developer should look at opportunity to provide additional bus access via Bogside Road or Lenzie Road, Steps should be examined.

27. The applicant is advised that a badger licence for interference with the inactive badger sett in Saughs Road should be sought a prior to any preconstruction works on site.

28. Light from the development shall not give rise to:
- (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
  - (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
  - (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)
29. The design and construction make up of the proposed development roads and associated SUDS measures shall be agreed in consultation with Land and Environmental Services. Each development phase shall be designed/constructed as a stand-alone scheme.
30. The location of the bus stops and bus lay-bys on the distributor road of design, before any properties are constructed and discussed with SPT locations, footway connections to bus services, bus layover/lay-by turning heads/termini facilities within the proposed site.
31. Children's play provision should be to the environment by using land farm, changes in level and play features using natural materials rather than traditional fixed equipment. Larger spaces should accommodate play for older children, potentially with kickabout areas, to form pocket parks.
32. Access to attenuation/detention basins will be by way of 3.5m wide footpath/cycle ways and the perimeters of the attenuation/detention basins will be fully accessible to machinery for the purposes of maintenance.
33. Swales within public open space will have slopes of no more than 25% (1:4).
34. The provision of a necessary foul sewerage connection prior to the occupation of any dwellinghouse.
35. Details of: SUDS proposals to incorporate or connect to an acceptable overland flood – routing or design exceedance solution agreed by the City Council: - Be designed to accommodate a 1 in 30 year rainstorm event with the ability to deal with a 1 in 200 year event by safe flood routing; - Incorporate a design appropriate to the site, incorporate natural and semi-natural elements to enhance environmental amenity and biodiversity and incorporate appropriate sustainable urban drainage requirements and drainage maps for approval to ensure that there is no adverse impact on existing or proposed properties in terms of flood risk from overland flows or other sources.
36. A suitably qualified and experienced ecological Clerk of Works (E Cow) appointed and submits a report with detailed design and construction works, prior to any works commencing. They will oversee all work, advise and be on site and provide timescale plan to be agreed with planning authority within any SINCS. Corridors of wildlife/Landscape Importance and Sites of Special Landscape Importance.
37. A suitably qualified and experienced ecological Clerk of Works (E Cow) appointed and submits a report with detailed design and construction works, prior to any works commencing. They will oversee all work, advise and be on site and provide timescale plan to be agreed with planning authority within any SINCS. Corridors of wildlife/Landscape Importance and Sites of Special Landscape Importance.

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**Glasgow City Council**  
 Development and Regeneration  
 Development Management  
 229 George Street  
 Glasgow G1 1 QU  
 Executive Director: Gerry Gormal

Reference No. **10/01286/DC**

Address: **Site At Robroyston Rd/Railway Line/Robroyston [**


Scale: 1:10000

**Indicative Site Location**

Ward: **21**



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 Location of Site  
 (For details, refer to Report)