



# DECISION NOTICE

**Renfrewshire  
Council**

Town and Country Planning (Scotland) Act 1997  
Town and Country Planning (General Development Procedure)(Scotland) Order 1992

**TO**  
BAE Systems (Property Investments) Ltd/  
Redrow Homes (Scotland) Ltd  
C/O Agent

With reference to your application registered on 20/06/2006 for Planning Consent in Outline for the following development:-

**PROPOSAL**

Regeneration of the site to form a mixed use community growth area.  
(NEW HOUSING DEVELOPMENT)

**LOCATION**

Royal Ordnance, Station Road, Bishopton

**DECISION**

The Council in exercise of their powers under the above Acts and Orders, having considered the above proposal, the plans endorsed as relating to it and the particulars given in the above application hereby:-

**GRANT Planning Consent in Outline subject to conditions.**

NOTE: It should be understood that this permission does not carry with it any necessary consent or approval for the proposed development under any other statutory enactments, for example Building (Scotland) Acts, Roads (Scotland) Act 1984 etc.

Dated 10/08/2006

Signed .....  
Director of Planning and Transport -  
Renfrewshire Council  
Renfrewshire House  
Cotton Street  
Paisley  
PA1 1LL

Note: This decision notice includes conditions which are suspensive in nature. Should development commence without compliance with these suspensive conditions, the development will be unauthorised and the Council, as planning authority, is entitled to take enforcement action under Part VI of the Town and Country Planning (Scotland) Act 1997.



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## TERMS AND CONDITIONS

- 1 The consent hereby approved shall comprise a maximum of 2500 residential units, 154,179 square metres of employment, commercial and community development of which 138,000 square metres shall be Industrial (Class 5)/Business (Class 4) floorspace, and local retail provision which shall not exceed 1000 square metres gross floorspace. For the avoidance of doubt the consent hereby approved does not grant consent for a landfill facility nor to remediation-related earthworks which shall require to be the subject of separate application to, and the approval of the planning authority.

Reason: To define the permission and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 2 The disposition of the land uses hereby approved shall accord with those demonstrated in Figure 3.1, Figure 3.2 and Figure 3.3 of the Cass Associates Revised Masterplan Statement dated September, 2008.

Reason: To define the permission and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 3 The gross plot areas of the land use development areas shall not exceed those levels demonstrated in Figure 3.16, the maximum gross density of development areas shall not exceed the levels demonstrated in Figure 3.17, and the maximum ridge height of any building within the land use development areas shall not exceed the heights shown in Figure 3.18 all contained within the Cass Associates Supplementary Environmental Information Report dated September, 2008.

Reason: To define the permission and to ensure that the development hereby approved remains consistent with the supporting Environmental Statement.

- 4 No building, use or other activity within the development hereby approved, other than those within the boundary of and associated with the Environmental Test Facility, shall be occupied or brought into use until it has been demonstrated to the written approval of the planning authority that the building, use or activity is acceptable in respect of any explosives licensing regime which may be in force at the time and as defined by the Health and Safety Executive Explosives Inspectorate.

Reason: In the interests of the safety of the occupants and users of the buildings and site and to ensure that all relevant explosives licences are surrendered or modified in accordance with the building decommissioning, decontamination and demolition activities and the new use of the site.



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- 5 That within 3 years of the date of this permission, an application for approval of reserved matters specified in condition 51 below for phase 1 shall be made to the Planning Authority. Thereafter application for all of the remaining reserved matters shall be made within 15 years of the date of this consent.

Reason: To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.

- 6 That the development hereby permitted shall be started either within 5 years of the date of this permission or within 2 years of the date on which approval is given for the reserved matters for the first phase of development as identified in Condition 7 and as specified in condition 51 below whichever is the later.

Reason: To accord with the provisions of the Town and Country Planning (Scotland) Act 1997.

- 7 That prior to the submission of any of the reserved matters detailed below, the developer shall agree in writing with the Planning Authority the following:-

- a. proposals for the phased submission of the additional technical reports, risk assessments, method statements, management plans, and monitoring and verification reports.
- b. proposals for the phased submission of reserved matters;
- c. proposals for the phased submission of development briefs for each development sub-area ;
- d. proposals for the phased development of the site which shall generally accord with that shown on Figure 4.2 of the Revised Masterplan Statement;
- e. a contextual masterplan for the core development area, structural landscaping along the main road corridors, development approaches and within the core development area and design codes for each of the development sub-areas;
- f. a strategy to demonstrate how a linked network of roads, footpaths and cycleways will serve the new development and which shall inform reserved matters applications;
- g. a Traffic Management Plan for the site which shall address the points of access, movement and routes for construction vehicles and which shall be reviewed on an annual basis at the anniversary of the date of this permission. Management of traffic shall thereafter take place in accordance with the approved Plan and any subsequent amendments.

Thereafter the development shall proceed solely in accordance with the approved phasing proposals, plans, strategies and method statements, and development briefs unless first agreed in writing with the Planning Authority.

The details submitted in terms of c. above shall provide that a development brief for each of the development areas defined in Figure 3.1 (Land Use Plan ) of the Revised Masterplan Statement shall be submitted and approved in writing prior to the submission of reserved matters in respect of each development area. The



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development briefs shall set out the design philosophy, and planning parameters for each development sub-area in amplification of the the broad land use zonings of the Land Use Plan and shall address the residential, business, village centre and the parkland uses.

Reason: In the interests of the proper planning of the site and to establish a development framework.

- 8 Unless otherwise agreed in writing by the Planning Authority, after consultation with Transport Scotland - Trunk Road Network Management Directorate, the proposed development shall not exceed the following limits:-  
Phase 1 - Up to 411 units Residential Units and 50,000 square metres of Employment floorspace.  
Full Development - Up to 2500 units Residential Units and 138,000 square metres of Employment floorspace.

Reason: To restrict the scale/mix of the development to that suited to the layout of the access and other junctions, and to minimise interference with the safety and free flow of traffic on the trunk road.

- 9 Prior to the occupation of the 412th Residential Unit and at all times thereafter, there shall be a minimum of 10ha of Serviced Employment Land delivered to the satisfaction of the Planning Authority in consultation with Transport Scotland Trunk Road Network Management Directorate.

Serviced Employment Land will be a designated area where all of the following are provided at the boundary of the relevant parcel:

- all necessary road links/footpaths/cycleways,
- foul and surface water drainage,
- connection points to the utility services network.

Reason To restrict the scale/mix of the development to that suited to the layout of the access and other junctions, and to minimise interference with the safety and free flow of traffic on the trunk road.

- 10 No part of the built development shall be occupied until a contribution framework for mitigation measures which improve the capacity on the M8 between Junction 26 Hillington and Junction 29a Bishopton or any other agreed works has been submitted to, and agreed in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The contribution framework thereafter agreed shall be fully implemented in the approved manner.

Reason: To minimise interference with the safety and free flow of traffic on the trunk road.



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- 11 No part of the built development shall commence until an operational assessment has been carried out of Junction 29 (St James Interchange) and a scheme of proposed mitigation measures has been submitted to and agreed in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The scheme thereafter agreed shall be fully implemented in the approved manner.

Reason: To minimise interference with the safety and free flow of traffic on the trunk road.

- 12 Prior to the occupation of the 451st residential dwelling or the occupation of employment space in excess of 50,000 square metres the proposed M8 junction at Bishopton (as generally set out in DBA Drawing 06614/100/100 Rev C), shall be constructed and brought into use to the satisfaction of the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate to a design commensurate with the demand identified through an agreed Transport Assessment.

Reason: To ensure that the standard of junction layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

- 13 Prior to the commencement of any development on the site details of the provision of either new or extended bus services within the development, including details of operating hours, frequency of services, route and timescale for introduction, together with evidence of an agreement with a public transport operator to provide this service, shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland Trunk Road Network Management Directorate.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.

- 14 Concomitant to the phases of development the agreed bus services referred to in Condition 13 shall be introduced.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.

- 15 Prior to the commencement of any development on site a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car shall be submitted to and approved in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The Travel Plan shall identify measures to be implemented; the system of management, monitoring, review and reporting; and the duration of the plan. Specifically the Travel Plan shall include formal implementation and monitoring reports together with proposals to address any identified shortfalls in the Plans objectives.

Reason: To be consistent with the requirements of Scottish Government Planning for Transport SPP 17 and PAN 75.



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- 16 Concomitant with the submission of details in accordance with Condition 7, the applicant shall submit details for the written approval of the Planning Authority defining the vertical and horizontal alignment of the Northern Access Road. The details shall require to demonstrate to the approval of the Planning Authority that the alignment is the best practical option which takes into consideration the requirement to minimise its visual impact on the landscape, the requirement to minimise its impact on nearby residential premises, and the requirement to establish a defensible edge to the green belt boundary. The submission shall include an assessment of the three options previously identified including mitigation measures to address visual impact, impact on amenity and relationship to the settlement boundary and an investigation into the possibility of reducing the extent of lighting infrastructure whilst remaining consistent with road traffic safety.

Reason: It has not been conclusively proven that the proposed alignment meets all the necessary requirements and to allow this matter to be considered further.

- 17 Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'. The submitted plan shall include details of:
- Profiles and dimensions of all water bodies
  - Details of reed planting
  - Revisions to the Bird Management Plan should they be required following on from the detailed SUDS design.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at [www.aoa.org.uk/publications/safeguarding/asp](http://www.aoa.org.uk/publications/safeguarding/asp)).

- 18 No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)). These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Aquatic and marginal planting around new and existing water bodies

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

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



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- 19 No building or structure associated with the development hereby permitted shall exceed the Obstacle Limitation Surfaces as shown on the attached plan as follows:
- Any development, including construction equipment, on the site beneath the Inner Horizontal Surface (IHS) must be kept below 50.50m AOD
  - Any development, including construction equipment, on the site beneath the Conical Surface must be kept below 50.50m AOD to 155.50m AOD
  - Any development, including construction equipment, on the site beneath the Outer Horizontal Surface must be kept beneath 155.50m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note 1 'Safeguarding an Overview' for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

- 20 Prior to the commencement of development on site, an Ecological Design and Management Plan shall be prepared by the applicant, the scope, content and means of implementation of which shall be agreed in writing by the Planning Authority in consultation with Scottish Natural Heritage. The purpose of this document shall be to address the legislative, licensing and mitigation requirements of protected species including European Protected Species, and to ensure optimal management for the full range of habitats and species present on site throughout the lifetime of the development. The Plan shall establish clear lines of responsibility and be subject to regular update and review. The implementation of this Plan shall be overseen by a qualified ecologist. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the site's natural heritage interest.

- 21 Prior to any works commencing on site, and in addition to the Ecological Design and Management Plan, a detailed Badger Management Plan the content of which shall be submitted for the agreement and subsequent written approval of the Planning Authority in consultation with Scottish Natural Heritage. The purpose of this document will be to manage the complex issue of mitigating the loss of badgers setts and access to foraging territory throughout the lifetime of the proposal and will form the basis of all badger development license applications to SNH. The implementation of this Plan, including regular update and review will be overseen by a qualified ecologist. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

- 22 That prior to any development works being undertaken, the applicants shall submit plans detailing fully the proposed extent of woodland clearance and retention, the content of which shall be agreed in writing by the Planning Authority in consultation with SNH. These plans should concentrate on retaining screening of the new



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development site from views from the north, and establishing the extent to which views from the west will remain screened post-decontamination. The plans thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

- 23 Prior to any works commencing within the development site, the applicants shall submit detailed plans for the written approval of the Planning Authority in consultation with SNH on the proposed extent of structural landscape elements within the settlement expansion area. The plans thereafter agreed shall be implemented in the approved manner.

Reason: To protect the sites natural heritage interest.

- 24 Prior to the commencement of development on site, the applicant shall submit a revised Flood Risk Assessment demonstrating effective management of the flood risk in line with SPP7: Planning and Flood Risk to the satisfaction of the Planning Authority in consultation with the Scottish Environmental Protection Agency. The terms of the assessment thereafter agreed shall be implemented on site in the approved manner

Reason: To demonstrate compliance with SPP7.

- 25 Prior to development commencing on site, the applicants shall submit a surface water drainage strategy outlining the structures and methods to be implemented for the written approval of the Planning Authority in consultation with SEPA. The structures and methods thereafter agreed shall be implemented in the approved form.

Reason: To ensure that the proposed activities which require authorisation under CAR are capable of being licensed as per best practice in Planning Advice Note 51: Planning, Environmental Protection and Regulation.

- 26 Prior to any works commencing on site, the applicant shall submit a revised risk assessment regarding the impact of the proposed remediation on the water environment for the written approval of the Planning Authority in consultation with SEPA. The terms of the assessment thereafter agreed shall be implemented in the approved manner.

Reason: To ensure that the Council's responsibilities under Water Environment and Water Services (Scotland) Act 2003 concerning the protection of the Water Environment are met.

- 27 Prior to the commencement of each identifiable development phase a Construction Noise and Vibration Management Plan shall be submitted to and approved in writing by the Planning Authority. The Plan thereafter agreed shall be implemented in the approved manner.

Reason: To minimise disturbance and disamenity to residents from noise and vibration associated with construction/demolition works.



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- 28 Prior to any remediation activities commencing on site, further site investigation works shall be undertaken across the site in order to inform detailed remediation design and further characterise contamination issues and the hydrogeological regime on the site. The scope and assessment of the physical works shall be submitted to and approved in writing by the Planning Authority before the commencement of the works.

Reason: To ensure that additional information gained from the site investigation works provides sufficient information to allow a robust detailed remediation scheme to be designed.

- 29 Prior to any remediation works commencing, the resulting information gained from the works required by Condition 28 shall be combined with the existing information and detailed Quantative Risk Assessments and suitable interpretation of such assessments shall be undertaken with respect to various receptors as shall be agreed in writing with the Planning Authority.

Reason: To ensure that an appropriate level of assessment of the information to be generated is undertaken and to ensure that the data is considered within the context of the existing data.

- 30 Prior to any remediation works commencing on site, detailed Quantative Risk Assessment for soils across the whole site with respect to potential risks to the Water Environment and suitable interpretation of such assessment shall be undertaken and shall be submitted for the written approval of the Planning Authority in consultation with SEPA.

Reason: To ensure that the impact of the soil contamination on the Water Environment is considered.

- 31 Prior to any remediation works commencing on site detailed Quantative Risk Assessment for explosive contaminants in water shall be undertaken, that adheres to the UK and European risk based procedures, and shall be interpreted accordingly. Methods for the Risk Assessment shall be agreed in writing with the Planning Authority in consultation with SEPA prior to works commencing.

Reason: To ensure that the impact of explosives in the Water Environment are appropriately considered.

- 32 Prior to any remediation works commencing on site, a Conceptual Site Model for the hydrological regime shall be further developed to include, as a minimum, cross sections and groundwater flow contours and other items as shall be agreed in writing by the Planning Authority in consultation with SEPA.

Reason: To ensure that the hydrological regime of the site is appropriately characterised.



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- 33 Prior to the commencement of any remediation activities, details shall be submitted for the written approval of the Planning Authority to demonstrate that the design, uses and activities proposed within the development has taken into consideration its interaction with any residual contamination being left in situ so that significant pollutant linkages are not created to human health, the Water Environment, proposed structures, services, hard and soft landscaping, existing features that are proposed to remain on the site, and any other receptor agreed with the planning authority in consultation with SEPA.

Reason: To ensure that existing and proposed structures, drainage schemes and networks, utility equipment, landscaping, existing local water features etc are not impacted during and after the development by any residual contamination proposed to be left in situ.

- 34 Prior to any demolition, clearance, building, decontamination or other works commencing on site a Site Clearance Method Statement shall be submitted to and approved in writing by the Planning Authority. This shall specify working methods with respect to proposed building decontamination, mitigation measures to be implemented, points of construction access, the parts of the site to be used for site huts, storage of materials and plant and parking of employees cars during the demolition and construction period, and any proposal for fencing of a site compound. No buildings or other structures shall be decontaminated until the Site Clearance Method Statement has been approved.

Reason: To ensure satisfactory provision in relation to adjoining properties and circulation within the site, and to safeguard amenity and to ensure no nuisance or disamenity to local residents or the community.

- 35 No development shall commence until a final detailed Remediation Method Statement providing all remediation requirements has been submitted to and approved in writing by the Planning Authority. The Remediation Method Statement shall be compiled using the information obtained from the various stages of site investigation and refined Conceptual Site Model to inform the method and location of remedial measures and shall contain finalised proposals for monitoring and verification of the recommended remediation process.

Reason: To ensure that an appropriately detailed remediation strategy is designed and approved, to ensure that appropriate steps are taken to remediate the site and in the interests of environmental and public safety.

- 36 No development shall commence in an identified phase, other than development connected with the remediation works, until the completion of the remediation process on that identifiable development phase. Upon the completion of the remediation works in that phase, a Validation Report shall be submitted for the written approval of the Planning Authority which confirms that the required works regarding contamination have been carried out in accordance with the Remediation Method Statement for that subject phase. Post remediation sampling and monitoring results shall be included in the Validation Report to demonstrate that the required remediation has been fully undertaken. Future monitoring proposals and reporting shall also be detailed in the Validation Report.



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Reason: To ensure that appropriate steps have been taken in respect of remediation and the appropriate levels have been achieved in the interests of environmental and public safety.

- 37 Prior to the commencement of development a finalised Monitoring Plan shall be submitted for the written approval of the Planning Authority. This shall cover all works being proposed and specifically address the remediation works. The Monitoring Plan shall include; groundwater and surface water sampling and monitoring proposals; drainage details, location of air, dust, vapour, gas odour and noise monitoring equipment, type of equipment to be used, frequency of monitoring, and details of an Action Plan to be implemented should monitoring indicate conditions likely to cause disamenity to local residents and/or the Water Environment. The Monitoring Plan shall also address provisions for monitoring to be undertaken after remedial works have been completed.

Reason: To safeguard the Water Environment and the amenity of nearby residents during and after development.

- 38 Prior to any demolition, clearance, building or other works commencing, a Water Management Plan to protect the groundwater and the local surface water features on and immediately surrounding the site from materials during remediation, excavation and demolition shall be submitted for the written approval of the Planning Authority in consultation with SEPA. This shall be fully compliant with the Water Environment (Controlled Activities) (Scotland) Regulations 2005 and shall take cognisance of relevant SEPA PPG notes. This document shall be updated throughout the term of the project and shall be submitted for the written approval of the Planning Authority prior to works commencing and at intervals agreed in writing by the Planning Authority in consultation with SEPA.

Reason: To ensure satisfactory means of drainage to prevent pollution of local water features and be protective of the general Water Environment.

- 39 Prior to the commencement of development, a Scheme for the Provision and Implementation of Pollution Control of the Water Environment, which shall include drainage, shall be submitted for the written approval of the Planning Authority. The scheme/works thereafter agreed shall be constructed and completed in accordance with the submitted plans.

Reason: To ensure a satisfactory method of drainage and to prevent the increased risk of pollution to the Water Environment.

- 40 Prior to the commencement of development a Logistic Management Plan shall be submitted for the written approval of the Planning Authority. This shall detail controls and monitoring of vehicle deliveries to the site including the use of wheel washing equipment and material removals from the site and will be in accordance with the Site Clearance Method Statement as required by Condition 34. The Logistic Management Plan thereafter agreed shall be implemented in the approved manner.

Reason: To protect the amenity of local residents and businesses and to accord with the proposals in the Site Clearance Method Statement.



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- 41 Prior to any demolition, clearance, building or other works commencing on site, a Materials Handling Method Statement specifying the provisions for the storage of demolition materials, excavated spoil and imported materials shall be submitted for the written approval of the Planning Authority. Thereafter all works shall be undertaken in accordance with the approved methodology.

Reason: To prevent the increased risk of cross contamination of materials during remediation and development, to reduce any impact of storage of materials on the Water Environment and, to reduce any potential impact of storage of materials on the local community via airborne dust generation and surface water runoff to adjacent properties.

- 42 Prior to the importation of any topsoil materials, details of the supplier and confirmation of the source(s) of any topsoil material shall be supplied in writing to the Planning Authority. The topsoil shall be free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882:2007 - Specification for Topsoil. A description of the soil materials shall be forwarded to the Planning Authority based on BS 5930: Code of Practice of Site Investigations before they are imported onto the site.

Reason: To ensure that no contaminated materials are brought on to the site.

- 43 Any earthwork materials brought on to the site shall be subject to appropriate sampling and analysis by a suitably qualified person. Details of the sampling and analysis shall be submitted for the approval of the Planning Authority as part of the Validation Report. Sampling and analysis certificates submitted by the supplier will not be accepted.

Reason: To ensure that any materials brought onto the site are not contaminated.

- 44 Sampling of earthwork material imported on to the site of the development shall comprise a random sample for every 500 cubic metres of material from a single source. Material from a single source means the location at which the material was loaded on to the truck prior to delivery at the site.

Reason: To check the quality of soils and materials being imported on to the site.

- 45 Prior to the commencement of development, excluding demolition, details of an appropriate accredited laboratory, the analytical suite to be utilised in testing, and the appropriate target levels, shall be submitted for the written approval of the Planning authority and such details shall thereafter be submitted in accordance with the Remediation Method Statement. A proportion of samples, to be specified in the Remediation Method Statement, and agreed with the Planning Authority, shall be submitted to an independent accredited laboratory.

Reason: To check the quality of soils and materials being imported on to the site and validate the results of analysis undertaken.



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- 46 Prior to the commencement of construction of each phase of the proposed development, the applicant shall undertake a detailed noise assessment to determine the impact of road traffic noise on the proposed dwellings within that development using the principles set out in 'Calculation of Road Traffic Noise' (DoT/Welsh Office, HMSO, 1988). The assessment shall take account of the assessment methodology as set out in Planning Advice Note 56 'Planning and Noise' (PAN56), British Standard BS8233:1999 'Sound Insulation and Noise Reduction for Buildings' and the World Health Organisation's 'Guidelines for Community Noise'. The assessment shall identify the Noise Exposure Category (NEC) specified in Planning Advice Note 56 'Planning and Noise' within which the development will fall. If any dwellings or noise sensitive premises falling within category B or C then a scheme for protecting the proposed dwellings from road traffic noise shall be included as part of the noise assessment and the scheme shall ensure that the internal levels with windows closed do not exceed 40dB daytime and 35 dB night-time and the external levels do not exceed 55 dB daytime in any rear garden areas when measured as LAeq,09:00-21:00. No noise sensitive development shall take place within NEC D.

Reason: To ensure that as development proceeds, and upon its completion, residents are protected from excessive road traffic noise.

- 47 From the date of commencement of development, the details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site, and shall remain so displayed unless otherwise agreed in writing by the Planning Authority.

Reason : In the interests of local amenity.

- 48 No work or other activities involving the use of heavy plant and equipment shall take place on site on Sundays or Bank Holidays, and all work and other activities involving the use of heavy plant and equipment on other days shall be confined to the following hours:

7.30a.m. until 6.00p.m. Monday - Friday

7.30a.m. until 1.00p.m. Saturdays

unless otherwise agreed in writing with the Planning Authority for activities such as the rail bridge construction and the construction of the access road.

Reason: To safeguard the amenity of nearby residents during development.

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



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the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service,

Reason: To ensure that any sensitive archaeological remains or artefacts, affected by the proposed demolition and redevelopment, can be adequately recorded.

- 50 Prior to or in conjunction with any application for approval of reserved matters, details of the zero and low carbon equipment to be incorporated into the development and predicted carbon emissions, using SAP or SBEM calculations, shall be submitted to and approved by the planning authority, and the completed development shall accord with those details.

Reason: To ensure that the development complies with the on-site carbon emissions targets of SPP6.

- 51 That before development starts within each development phase or sub-area a written application and plans in respect of the following reserved matters shall be submitted to and approved in writing by the Planning Authority:
1. a site layout plan at a scale of not less than 1:200 showing the position of all buildings, roads, footpaths, parking areas (distinguishing where appropriate between private and public spaces), play areas, open space, walls and fences and landscaping;
  2. plans and elevations of each house and garage type, or other buildings, showing their dimensions and type and colour of external materials;
  3. a landscaping plan at a scale of not less than 1:200 showing the location, species and ground spread of existing trees, shrubs and hedges (including details of those to be retained or removed) and proposed trees, shrubs and hedges;
  4. details for management and maintenance of the areas identified in 3 above;
  5. details of the phasing of the development;
  6. details of existing and finished ground levels, and finished floor levels, in relation to a fixed datum, preferably ordnance datum;
  7. details of the provision of drainage works;
  8. details for the disposal of sewage.

Reason: To enable the Planning Authority to consider these aspects in detail.

- 52 Before the submission of any of the reserved matters, a scheme for off-site improvements to roads, junctions, footpaths and cycleways (including links into the site) shall be agreed in writing with the Planning Authority. This scheme shall be accompanied by a programme of improvement works and the development shall proceed solely in accordance with this programme. The scheme will inform the subsequent submission of reserved matters.

Reason: In the interests of pedestrian and traffic safety.



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- 53 No dwelling shall be occupied, or new building floorspace brought into use (other than those within the boundary of and associated with the Environmental Test Facility), until the southern access road and associated rail bridge is constructed and available for use in accordance with details which shall be submitted for the written approval of the Planning Authority.

Reason: In the interests of traffic safety and in the interest of amenity.

- 54 Access and egress to and from the development from Rossland Crescent and Newton Road shall be restricted to pedestrian and cycle traffic only. Access to and from the development via Station Road shall be restricted to walking, cycling and public transport traffic, to traffic related to the park and ride facility, and traffic serving the local village centre car parks only (as identified in Figure 3.3 of the Revised Masterplan Statement). Measures to control the use of the access shall be submitted for the written approval of the Planning Authority and thereafter the measures shall be implemented in accordance with a programme which shall be agreed in writing with the Planning Authority before any building is occupied.

Reason: In the interests of traffic safety and in the interests of amenity.

- 55 Before any of the proposed development is occupied a bus and Park and Ride strategy shall be submitted to and agreed in writing by the Planning Authority. The strategy shall include measures for the phased introduction of bus services as referred to in Condition 13, details of bus infrastructure (including bus turning area/layover) and details of the phased construction of the Park and Ride facility. The development shall thereafter proceed in accordance with the approved strategy.

Reason: In the interests of traffic safety and in the interests of amenity.

- 56 Not more than 900 residential units or 59,900 square metres of employment/community floorspace shall be occupied until the northern access road has been constructed and brought into use to the written approval of the Planning Authority.

Reason: In the interest of traffic safety and in the interests of amenity.

- 57 At any time as may be specified by the Planning Authority before completion of the development, the applicant shall undertake an Air Quality Survey which satisfies the Planning Authority that the Local Air Quality Management Objectives for the pollutants specified in the Air Quality Regulations, made under Part IV of the Environment Act 1995, will not be exceeded at the proposed development. The survey and report shall use a method based on the principles set out in the Scottish Government Publication "Local Air Quality Management Technical Guidance LAQM>TG(03)" or a method that has been agreed with the Planning Authority.

Reason: To protect Local Air Quality and to safeguard neighbouring residential amenity.



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## *DECISION NOTICE*

### **PROCEDURE FOR APPEAL TO THE SCOTTISH MINISTERS.**

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission or approval of reserved matters in respect of the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Scottish Ministers of State under section 47 of the Town and Country Planning (Scotland) Act, 1997, within six months of from the date of this notice.

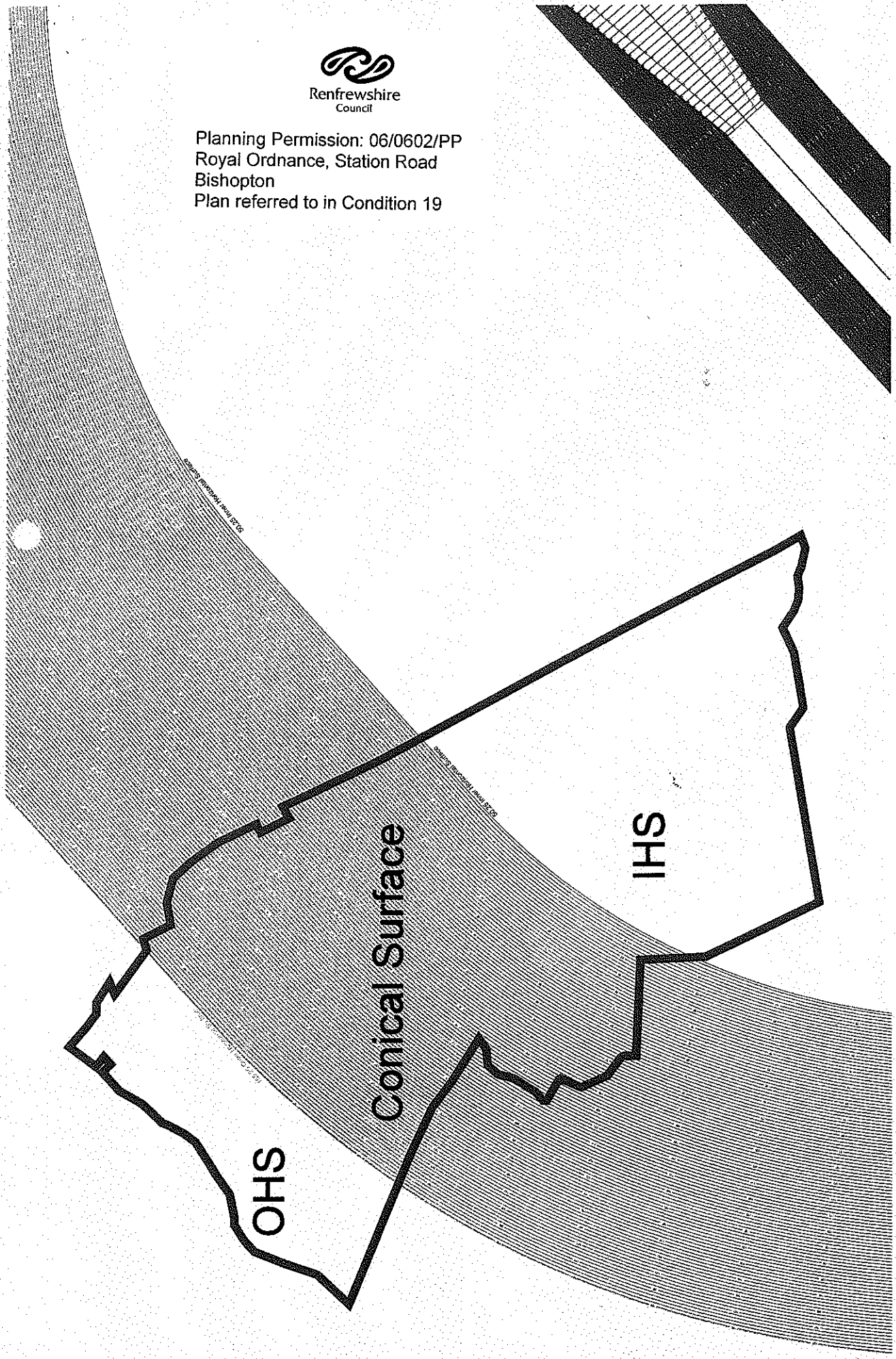
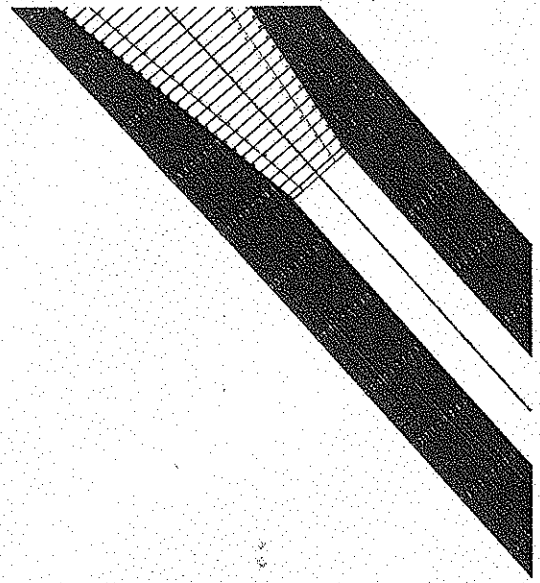
2. If permission to develop land is refused or granted subject to conditions, whether by the local authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he or she may serve on the planning authority a purchase notice requiring the purchase of his or her interest in the land in accordance with the provisions of Part V of the Town and Country Planning (Scotland) Act, 1997.

Any notice of appeal should be addressed to the Scottish Executive Directorate for Planning and Environmental Appeals, 4 The Courtyard, 4 Callendar Business Park, Callendar Road, Falkirk, FK1 1XR, and at the same time a copy of the notice of appeal should be sent to the Director of Planning and Transport, Renfrewshire Council, Municipal Buildings, Cotton Street, Paisley PA1 1LL.



Renfrewshire  
Council

Planning Permission: 06/0602/PP  
Royal Ordnance, Station Road  
Bishopton  
Plan referred to in Condition 19



OHS

Conical Surface

IHS