

Application No: S/03/01852/OUT

Date Registered: 16th December 2003

Applicant: **Northern Salvage Auto Auctions**
Station Road
Addiewell
West Lothian
EH55 8QA

Agent: HJ Banks
2nd Floor, Block C
Brandon Gate
Leechlee Road
Hamilton
ML3 6AU

Development: **Residential Development (In Outline)**

Location: **Clydesdale Works Clydesdale Road Bellshill Lanarkshire ML4 2QB**

Ward: 5: New Stevenston And Carfin Councillor Helen McKenna

Grid Reference: 275450. 659414.

File Reference: **S/PL/B/5/72(2)/AM**

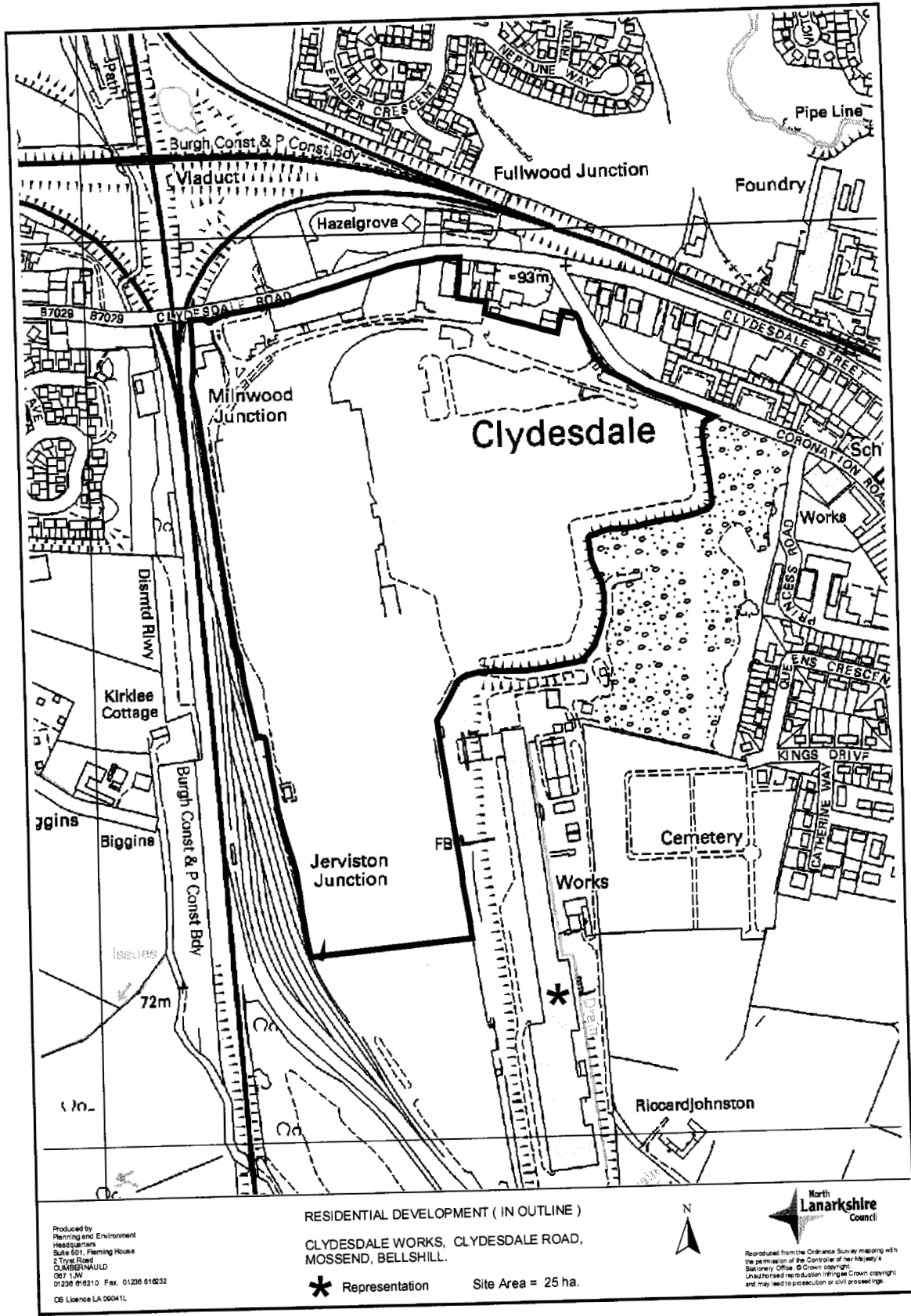
Site History: S/03/01095/OUT Residential Development (in outline), granted 3rd October 2003.
S/02/01517/FUL Change of Use to Class 6, Car Storage, Auction Site, granted 1st April 2003.

Development Plan: Northern Area Local Plan - Established Industrial Areas
Southern Area Local Plan Finalised Draft (Modified 2001 and 2004)
Western part of site Policy ENV3 - area of land with unclassified development potential; Eastern part of site Policy HSG2 Private Housing Development Opportunities.
Glasgow and the Clyde Valley Joint Structure Plan 2000

Contrary to Development Plan: No

Consultations:

SEPA	(conditions)
Network Rail	(conditions)
Scottish Water	(conditions)
Transco	(no objection)
The Coal Authority	(conditions)
Scottish Power	(no response)
NLC Landscape Services	(conditions)
NLC Protective Services	(conditions)
NLC Transportation	(conditions and Section 75)
NLC Education	(comments)



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RESIDENTIAL DEVELOPMENT (IN OUTLINE)

CLYDESDALE WORKS, CLYDESDALE ROAD,
 MOSSEND, BELLSHILL.

* Representation Site Area = 25 ha.



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Representations: 1 Representation Letter

Newspaper Advertisement: 18th December 2003

Comments:

This application is for the residential development of the former Clydesdale Steel Works site at Mossend. The site extending to some 25 hectares is split into two discrete parts of roughly equal size. The western part of the site is featureless and mostly covered in concrete, this being the base of the former steel works. Much of this part of the site is used by Northern Salvage for their auto auctions business. The eastern part of the site lies some 5 metres higher than the western part and is mainly covered in aggregate from the former processes on the site. The top of the banking between the two sites is colonised by a range of tree and bush species mainly from natural regeneration.

The application proposes the comprehensive redevelopment of the entire site for residential purposes which has capacity for some 750 houses. Access would be taken from a roundabout junction on Clydesdale Road with a road to distributor standard linking that roundabout to Coronation Road. The existing Clydesdale Road / Coronation Road junction will be closed to through traffic. A stopping up order will be required. A development of this magnitude will have transportation effects outwith the site and a Transport Assessment has put forward proposals to mitigate the effects at a number of junctions. The developer has agreed to enter into a formal Section 75 Agreement in terms of the Town and Country Planning (Scotland) Act 1997 in respect of the details of the works required and their implementation.

One objection has been received from a neighbouring industrial operator adjacent to the site. The points of objection are dealt with in paragraphs 5.8 and 7.7 below. I have considered the background papers, consultations and observations and recommend that permission be granted subject to conditions and the conclusion of a Section 75 Agreement.

Recommendation: Grant Subject to the Following Conditions:-

1. That the development hereby permitted shall be started, either within five years of the date of this permission, or within two years of the date on which the last of the reserved matters are approved, whichever is the later.

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

2. That within three years of the date of this permission, an application for approval of the reserved matters, specified in condition 3 below, shall be made to the Planning Authority.

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

3. That before development starts, a further planning application shall be submitted to the Planning Authority in respect of the following reserved matters:-
 - (a) the siting, design and external appearance of all buildings and other structures;
 - (b) the means of access to the site;
 - (c) the layout of the site, including all roads, footways, and parking areas;
 - (d) the provision of equipped play areas;
 - (e) the provision of public open space;
 - (f) the details of, and timetable for, the hard and soft landscaping of the site;
 - (g) details for management and maintenance of the areas identified in (d),(e) and (f) above;

- (h) the design and location of all boundary walls and fences;
- (i) the means of access for construction/landforming traffic;
- (j) the phasing of the development;
- (k) the provision of drainage works;
- (l) the disposal of sewage;
- (m) details of existing trees, shrubs and hedgerows to be retained;
- (n) details of existing and proposed site levels; and
- (o) details of the site compound area.

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

4. That before construction of any dwelling is commenced on the site the recommendations contained in the report by Johnston, Poole and Bloomer with regard to ground conditions and contamination shall be implemented.

Reason: To ensure the site is free of contamination and is mineral stable

5. That before construction of any dwelling is commenced on the site a remediation completion statement shall be submitted to and approved by the Planning Authority and a programme of verification and monitoring shall be carried out following completion of remediation works.

Reason: To ensure the site is free of contamination.

6. That the recommendations contained in the Noise and Vibration report submitted with this application shall be carried out to the satisfaction of the Planning Authority.

Reason: In order to protect the amenity of future residents.

7. That prior to the construction of any dwelling on the site further surveys of the noise emanating from the industrial premises adjacent to the site shall be undertaken and any additional recommended measures shall be carried out to satisfaction of the Planning Authority.

Reason: In order to protect the amenity of future residents.

8. That, further to Condition 3 above, the provision of open space and play areas shall accord with Council's 'Developer's Guide to Open Space' Guidelines for open space provision.

Reason: To accord with the Council's standards.

9. That before the commencement of development, the scheme proposed for drainage within the site shall be agreed in writing by the Planning Authority and shall be designed to comply with the principles of Sustainable Urban Drainage Systems and that this system shall be implemented in accordance with a timescale to be agreed with the Planning Authority.

Reason: To safeguard the amenity of the area and to ensure that the proposed drainage system complies with the latest SEPA guidance.

10. That before the development hereby permitted starts, the applicant shall undertake a risk assessment to determine whether contaminants are entering or are likely to enter controlled

waters and at what concentration and to determine whether any contamination present or likely to be generated by the development would constitute pollution of controlled waters directly or indirectly. The risk assessment shall also determine the level of remedial action required to reduce any pollution to acceptable levels. The report shall be submitted to the Planning Authority and development shall not be commenced until the appropriate actions or works have been completed to the satisfaction of the Planning Authority.

Reason: To ensure adequate measures are undertaken to prevent pollution of watercourses.

11. That before the occupation of any dwelling within the site a roundabout access from Clydesdale Road (B7029) shall be completed to DMRB (Design Manual for Roads and Bridges) standards at a location and of a design to the satisfaction of the Planning Authority.

Reason: To ensure satisfactory access to and facilities within the site and in order to maintain traffic safety on the existing road network.

12. That before work is commenced on any dwelling to the south and west of the proposed realigned Coronation Road, a loop road to access the development area shall be constructed to base course level.

Reason: To ensure proper access to the site.

13. That before the construction of the 300th dwelling is commenced, the distributor road to be constructed between Clydesdale Road and Coronation Road, the roundabout junctions along the length of the distributor road and access to Coronation Road shall be completed to the satisfaction of the Planning Authority.

Reason: To ensure proper access to the site.

14. That before the distributor road through to Coronation Road is completed and brought into vehicular use, the existing short stretch of Coronation Road between its junction with the new distributor road and Clydesdale Street shall be stopped up at its southern end and a turning facility constructed at a location and to a design to be agreed with the Planning Authority.

Reason: To ensure access to the remaining properties on Coronation Road and alleviate congestion at the junction of Coronation Road and Clydesdale Street.

15. That before the development starts, the applicant shall provide written confirmation to the Planning Authority that all the requirements of Scottish Water, as specified in their letter dated 13th July 2004, have been fully met in respect of providing the necessary site drainage infrastructure to serve the development.

Reason: To ensure the provision of satisfactory site drainage arrangements.

16. That during the landforming stage of the development works a wheel wash and cleaning facility shall be installed within the site.

Reason: To prevent deleterious material being carried onto the road.

Background Papers:

Application form and plans received 9th December 2003

Planning Supporting Statement, Indicative Masterplan and Landscape Strategy received 15th October 2004

Noise and Vibration Assessment received 15th October 2004

Ground Condition Survey received 15th October 2004

Transport Assessment received 22nd October 2004, revised 25th November and 10th December 2004

Memo from NLC Protective Services received 26th November 2004

Memo from NLC Community Services received 12th March 2004

Letter from S.E.P.A. (West) received 13th January 2004

Letter from Scottish Water received 7th January 2004

Letter from British Gas Transco received 23rd December 2003

Letter from The Coal Authority received 24th December 2003

Letter from Railtrack Scotland received 22nd December 2003

Memo from Director Of Education received 7th October 2004

Letter from Vallourec Mannesman Oil & Gas Limited, C/o Fyfe Ireland Solicitors, Orchard Brae House, 30 Queensferry Road, Edinburgh, EH4 2HG received 30th December 2003.

Any person wishing to inspect these documents should contact Alistair Maclean at 01698 302093.

APPLICATION NO. S/03/01852/OUT

REPORT

1. Description of Site

- 1.1 The site is part of the former Clydesdale Steel Works located to the east of the Motherwell to Coatbridge railway line at the junction of the lines to Bellshill and Holytown. To the north of the site lies Clydesdale Road which forms part of the B7029 that runs from Mossend Cross through New Stevenston Cross to the A723 at Carfin Street. The site also bounds Coronation Road at its north-east corner.
- 1.2 Initially the application was for what is described hereafter as the 'western part' of the site which is that part presently used by Northern Salvage for auto auctions. The 'eastern part' was added at my request to consider the overall development of the two sites particularly as this has a significant bearing on the Transportation Assessment.
- 1.3 The site extends to some 25 hectares is split into two discrete parts of roughly equal size. The western part of the site is rectangular in shape and flat except for the area around the entrance which slopes down from Clydesdale Road. With the exception of a number of trees near the entrance it is devoid of any landscape cover except for some scrub trees which have grown up through the concrete which covers much of the site, this being the base of the former steel works. Much of this part of the site is used by Northern Salvage for their auto auctions business.
- 1.4 The eastern part of the site lies at a higher level, some 5 metres higher than the western part and is irregular in shape. This area consists largely of the solum of the old works, now mainly covered in aggregate from the former processes on the site. The top of the banking between the two sites is colonised by a range of tree and bush species mainly from natural regeneration.
- 1.5 Presently access to the western part of the site is from Clydesdale Road to the east of the bridge over the railway line and is used as an access to Northern Salvage, Vallourec Mannesman, formerly part of British Steel's Clydesdale Works, and Hydracrat. There is evidence of a former gatehouse access at Coronation Road which accessed the eastern part of the site.
- 1.6 The western edge of the site is bounded by the access to Vallourec Mannesman which access is not part of the application site. Beyond this lies railway sidings, formerly accessing Clydesdale Works which are overgrown with regenerated trees and shrubs. Lines adjacent to these sidings previously formed rail access to Ravenscraig and future use of this line cannot be ruled out. Moving westward again the lines that form part of the major rail network are served by frequent passenger services and less frequent, but noisier, freight movements. Beyond the railway lines are some fields before the residential areas of Mossend are reached.
- 1.7 To the north beyond Clydesdale Road are a combination of railway, unused land, the mosque (under construction) and a small residential development known as Hazeldene while to the north east, off Coronation Road, is primarily residential. To the south east lies the bing associated with the steel works, now colonised by vegetation and used for informal recreation. To the south lies Vallourec Mannesman, steel pipe tempering operation (formerly part of British Steel Tubes).

2. Site Background

- 2.1 The entire site was formerly the Clydesdale Steel Works which ceased operation in 1991, with the exception of the tempering mill, now operated by Vallourec Mannesman.

- 2.2 The western part of the site was sold some 2 years ago by Corus, formerly British Steel, to Northern Salvage for use as an auto mart, consent for which was granted in April 2003.
- 2.3 Outline planning permission for residential development was granted in July 2000 to British Steel plc for the eastern part of the site. This consent was renewed in October 2003.

3. The Proposal

- 3.1 The current application seeks outline planning permission for residential development of up to 750 units on the full extent of the site. An indicative masterplan of the site has been produced and submitted as part of the application. The current housing market has dictated that the most appropriate mix for the site would be 10% flatted development, 20% 3 bed semi-detached, 30% 3 bed detached and 40% 4 bed detached. The development will be split into phases with development commencing at the northern part of the site.
- 3.2 Development of the site will comprise remedial works to remove contaminants and expansive slag and to stabilise areas of undermining. To overcome the level difference on-site it is proposed to carry out regrading work to form a 1 in 15 slope over the existing split level on the site.
- 3.3 It is proposed that the existing access point will be isolated and used only as an industrial access serving the Vallourec Mannesman site. It is proposed that access may be separated from the western boundary of the site by a landscaped mound approximately 3 metres in height. Access to the residential development will be from a new access formed approximately 100m to the east of the existing access. The new access will form a link between Clydesdale Street and Coronation Road with the existing access from Clydesdale Street to Coronation Road being stopped up. The new road will be built to distributor road standard. The roads layout within the site essentially comprises a general access loop road with short cul-de-sacs serving the plots.
- 3.4 An indicative landscape strategy, for the site which shows the site in the context of surrounding open space has been prepared and submitted as part of the application. The strategy also considers open and green space within the site.
- 3.5 In order to segregate the site from the industrial development to the south and the railway line and industrial access to the west a landscaped bund will be formed using the expansive slag material found within the site. This bund will act as a screen in visual and acoustic terms but will also form an attractive landscape feature within the site. The indicative landscape strategy gives an impression of the positive impact these bunds will have on the site.
- 3.6 The area of the site that fronts onto Clydesdale Road will be planted to a high specification in order to form an attractive gateway into the site. This theme will be continued with the new distributor road being tree-lined with remote footpaths to form a green corridor. This will provide additional benefit in creating an attractive gateway not only to the site but also to New Stevenston.
- 3.7 Other open space within the site comprises formal equipped play areas interspersed around the proposed housing development to make easily accessible. In addition to this the proposal incorporates a large central area of recreational space which will comprise a kick-pitch, equipped play space and more informal recreational space to suit children of varying age ranges. The proposed open space meets the minimum requirements of the Council.

4. Development Plan

- 4.1 One of the key aims of the Glasgow and the Clyde Valley Structure Plan is to sustain and enhance the natural and built environment by promoting major improvements particularly through the re-use of vacant, derelict and underused land and buildings. Strategic Policy 6 of the Structure Plan relates to the quality of life and health of local communities, which will be supported through providing housing opportunities to meet the requirement for a continuing 5-year effective owner-occupied land supply. Schedule 6b(i) of the Structure Plan identifies the site as being within the Clydesdale Sub-Market Area of the Eastern Conurbation Housing Market Area. Part of the application site is included in the identified effective housing supply for the sub-market area. While there is no shortfall of housing identified in the Eastern Conurbation HMA, it is a priority to ensure there is a sustained commitment to the delivery of urban brownfield land as the main source of land for housing development.
- 4.2 Strategic Policy 9 of the Structure Plan relates to the assessment of development proposals. It contains a set of criteria to which a development must adhere in order to accord with the Plan. Criterion A is relevant to development that exceeds certain thresholds as set out in Schedule 9. As a development that will generate more than 500 vehicle trips per day, the proposal must be assessed against criterion A. In terms of Criterion A, the case for development of the site is established by the site being brownfield. The scheme accords with criterion B and is therefore appropriate in locational terms being a brownfield site which does not compromise any areas of greenbelt or environmental resources and is not at risk of flooding. In terms of criterion C appropriate provision has been made for the infrastructure required to make the development accessible, a Transportation Assessment has been undertaken to determine appropriate measures for the minimisation and management of future traffic levels. A remediation strategy has been prepared for the site. Appropriate maintenance measures for the preceding aspects will be agreed and the site has no areas of significance in archaeological terms.
- 4.3 The site is zoned as Established Industrial Areas in the Northern Area Local Plan which plan reflects the use of the site at that time.
- 4.4 The western part of the site is identified in the Southern Area Local Plan as an area of land with unclassified development potential. Policy ENV3 of the plan sets out the Council's commitment to promoting the re-use of vacant and derelict land through facilitating a programme of land reclamation where appropriate in partnership with other agencies and private landowners, identifying appropriate after-uses and encouraging developers to utilise the development opportunities arising on vacant and derelict sites. The eastern part of the site is identified for residential development. Policy ENV 4 requires developers to investigate the site conditions of land which is known or suspected to be contaminated. A detailed site investigation has been carried out and the findings form part of this planning application.
- 4.5 Policy HSG1 directs new residential development to brownfield sites within built-up areas to encourage the process of urban renewal and regeneration. The proposal wholly complies with this policy. Policy HSG 2 identifies sites which the Council will actively support for the development of private sector housing. The application site is one of the identified sites. Policy HSG 10 contains a list of considerations that the Council should take into account when determining applications for residential development.

5. Consultations and Representations

- 5.1 The Scottish Environment Protection Agency has raised concerns about existing levels of contamination on the site and possible pollution arising from the development. They expect a risk assessment to be undertaken to consider whether contaminants are entering or are likely to enter controlled waters and at what concentration. They also ask that surface water from the site is treated in accordance with the principles of the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland.

- 5.2 Network Rail, as notified neighbours, raise a number of possible concerns which may cause potential risk to the operational railway adjacent to the site. Their concerns include the following:
- risks during construction of materials impeding the railway line;
 - increased risk of trespass;
 - any trees or shrubs should be placed a reasonable distance from the railway;
 - lighting should not be positioned or angled in such a manner as to dazzle or confuse train drivers.
- 5.3 Scottish Water has no objections with regard to water supply but objected with regard to drainage but would withdraw their objection if the developer bears the cost of the capacity increase.
- 5.4 NLC Landscape Services expressed a number of concerns to the masterplan for the site. While the play areas and larger kickabout area are welcome, the siting of the play areas needs improvement to integrate them better into the residential areas. There is a need to look at the landscaping adjacent to the flatted blocks to provide a more attractive setting. They also express concern about the connectivity of the site for pedestrians especially children using the play areas.
- 5.5 NLC Protective Services require a remediation completion statement and a programme of verification and monitoring following completion of remediation works. The Department receives complaints about noise from Vallourec Mannesman and feel that further work is required to ameliorate the effects on the development site.
- 5.6 NLC Education advise that the development could result in over-crowding problems at some primary schools which could result in transportation of some primary age children. There may also be a capacity problem at Brannock and Taylor High Schools although Bellshill Academy and Cardinal Newman have sufficient accommodation.
- 5.7 NLC Transportation had serious concerns regarding the effect of additional traffic on junctions in the surrounding area. The access to and the main junctions within the site are shown in the Indicative Layout and are satisfactory at this outline stage. The Transport Assessment suggests improvements at various junctions outwith the site. The works required and their implementation will be subject to an Agreement in terms of the Town and Country Planning (Scotland) Act 1997, between the Council and H J Banks.
- 5.8 One objection was received from Vallourec Mannesman which raised several points that can be summarised as follows:
- The suitability of the site for housing given its past use as a steel works and the likely presence of contamination;
 - The suitability of residential development adjacent to the surrounding land uses; a 24-hour industrial operation with high levels of noise at all times;
 - Inconsistency of shared industrial and residential access.

6. Background Reports

- 6.1 A number of background papers has been provided covering site investigation (chemical contamination, gas emissions and mining investigation); noise and vibration; landscape strategy; transport and a planning supporting statement.
- 6.2 The **Site Investigation** report is comprehensive and makes a number of conclusions. There are mining constraints to the development of the southern part of the site. There is potential for

heave from slag deposits on the site. Otherwise the report is satisfactory but a remediation completion statement and a programme of verification and monitoring to be carried out following completion of remediation works is required.

- 6.3 The **Noise and Vibration Assessment** assesses that the site lies adjacent to existing noise sources from Vallourec Mannesman tubeworks and their access road, a main railway line and the B7029 Clydesdale Road. These three noise sources also have the potential to generate vibration effects that could be perceived in proposed residential properties. The report makes a number of conclusions and recommendations.
- The provision of an acoustic barrier which is an extremely important factor to take into account at the design stage of the development since they can serve the dual purpose of providing protection both for buildings and for gardens. Acoustic barriers can be in the form of bunds, walls or fences and are most effective when they are located close to either the noise source or the receiver.
 - The positioning and orientation of buildings on site can usually improve the protection against noise. Careful consideration is required of the position, height and orientation and internal design of the dwellings.
 - The internal layout of the proposed residential units can be designed to locate, where practicable, noise tolerant rooms such as staircases, bathrooms, storage rooms and garages nearest the external noise source. Noise sensitive rooms such as living areas and bedrooms can be designed to locate them away from the façade facing Vallourec Mannesman, the railway line and Clydesdale Road.
 - Of the three sources identified as having the potential to generate vibration levels the most significant is considered to be the movement of trains along the line close to the western boundary of the site. They conclude that, with respect to human perception, for there to be a low probability of adverse comment from train induced vibration then buildings would have to be constructed in excess of 22 metres from the rail boundary.
- 6.4 The **Landscape Strategy** proposes a number of measures which are outlined in Section 3 of this report. Indicative plans also show the draft proposals.
- 6.5 A **Transport Assessment** was undertaken and comes to a number of conclusions
- To provide acceptable access to the site Coronation Road should be realigned through the site to join Clydesdale Street some 220 metres west of the current junction. A three arm roundabout will be provided at this location. A further two roundabouts will be provided along the realigned section of road which will allow access to the residential units on the site. Existing properties on the section of Coronation Road will continue to be served and adequate reversing movements catered for.
 - The site currently has base levels of public transport service and will have the potential to attract new and/or amended bus services.
 - At the year of opening a number of junctions on the local road network will be operating at or above normal acceptable standards and improvements may be required even without the introduction of new traffic generated by the site.
 - The site-generated traffic will increase the traffic loading on a number of junctions and cause some to exceed normal acceptable operating limits under certain scenarios. As a result NLC may require the developer to contribute toward the improvement of these junctions.
- 6.6 The **Planning Supporting Statement** deals with National Planning and Development Plan, the latter of which is dealt with in Section 4 above of my report. Their report also cites issues raised by SPP1, SPP3, PAN65 and PAN67. A summary of the key issues is:
- SPP3 *Planning for Housing* recognises that land identified for industrial or other development may provide for housing opportunities where there is little prospect of development for the purposes originally envisaged. This is appropriate to the application site.
 - SPP3 aims to ensure a provision of high-quality, well located housing to meet the

requirements of housing markets across Scotland. It places particular emphasis on creating a quality residential development through design and layout, aspects which are often not given sufficient priority but can significantly improve the residential amenity of a site and have knock on marketing and commercial benefits.

- Landscaping and planting schemes should be incorporated into a development when designing the layout and can make a valuable contribution to the overall environmental quality of an area. Furthermore, open space provided as part of a development is important to the health and wellbeing of a local community

7 Planning Assessment

- 7.1 Planning decisions require to be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.2 The Development Plan policies and zoning are dealt with in Section 4 above. While the eastern part of the site has the benefit of residential zoning in the Southern Area Local Plan Finalised Draft (Modified 2001 and 2004) the western part is identified as an area of land with unclassified development potential. Schedule 9 of the Structure Plan lists the Scales of Development likely to be Significant. The development exceeds the limit for one criteria, that of generating trip numbers in excess of 500 vehicles per day. However, as a brownfield site, the development satisfies the criteria of Strategic Policy 9 and therefore I consider that the proposal is not a departure from the Development Plan.
- 7.3 As expected on a site which formerly housed a major steelworks contamination is a significant issue. Existing land uses surrounding the site also give rise to concerns about noise and vibration. The proposal for a substantial residential development on the site raises issues regarding transport and access. Substantial information has been provided and this is dealt with in Section 6 above.
- 7.4 To achieve comprehensive development of the site a significant amount of investigative works are required as well as a company with the ability to undertake the work. HJ Banks are acting as agents for the purposes of this application as Northern Salvage own the site. It is intended that the Banks Group will carry out remediation and development work on the site should planning permission be forthcoming. The Banks Group was founded as an opencast coal operator. The Company has diversified into a number of related businesses including civil engineering, land reclamation and rehabilitation and has developed a high level of expertise in regenerating brownfield sites and can take an holistic approach to site development.
- 7.5 It is not unusual on a site of this complexity for a substantial period of time to elapse between the receipt of the application and its presentation to Council. During this time a number of significant events has occurred. Originally submitted with Ryden acting as agents for the western part of the site only, HJ Banks took an interest in the site, became agents and the boundary was expanded to incorporate the eastern part. Not only will this allow for comprehensive development, it will enable the differences in height between the two parts of the site to be levelled out, as well as allowing for more suitable access arrangements.
- 7.6 The problem raised by education regarding potential over-crowding at certain schools may involve some children being transported to neighbouring schools.
- 7.7 In response to the objection from Vallourec Mannesman, contamination issues have been dealt with by a thorough report which advises appropriate measures. Noise and vibration from surrounding land uses have also been surveyed and measures designed to mitigate their effects proposed. A separate access is proposed for the residential development rather than a shared access.

8 Conclusions

- 8.1 The site needs to be assessed in terms of National and Strategic Policies. SPP3 recognises that land identified for industrial or other development may provide for housing opportunities where there is little prospect of development for the purposes originally envisaged. In terms of the Glasgow and the Clyde Valley Structure Plan, as a brownfield site, the development satisfies the criteria of Strategic Policy 9. In terms of the Southern Area Local Plan Finalised Draft (Modified 2001 and 2004) the eastern part of the site is appropriately zoned (as a housing site) while the western part is identified as an area of land with unclassified development potential.. I am satisfied that residential development is an appropriate use for the entire site.
- 8.2 Given the level variations between the two parts of the site an application for comprehensive redevelopment is likely to be the only method of achieving satisfactory development. In addition combining the two parts improves road accessibility. I am satisfied that suitable access arrangements for the site are being proposed and that arrangements to maintain existing and separate access for Vallourec Mannesman is satisfactory.
- 8.3 Ground contamination issues have generally been covered and can be dealt with by conditions. Noise and vibration surveys have also been undertaken although some concern remains over some of the findings. Bunding and planting is proposed for areas within the site. Conditions appended recommend further work in this respect.
- 8.4 Access and transportation issues have been the subject of considerable discussion. A new roundabout will be formed on Clydesdale Road and a road to distributor standard formed between Clydesdale Road and Coronation Road with the closure of the existing Clydesdale Road / Coronation Road junction, alternative facilities being provided for existing users. The Indicative Layout shows two further roundabouts on the distributor road giving access to the development. Traffic generation by the proposed development will have significant effects outwith the site and a number of junctions have been surveyed to assess improvements which can be made. As these are works required outwith the site boundary these cannot be adequately covered by conditions and a Section 75 will required to be agreed between the Council and the Developer as to the level of works to be undertaken or contributions to works.
- 8.5 The Indicative Layout shows extensive landscaping together with areas suggested for play and kickabout.
- 8.6 To finalise, having taken account of consultations and observations, I recommend that permission be granted subject to conditions and to the conclusion of a Section 75 Agreement.