



PLANNING AND ACCESS COMMITTEE
MEETING 26 August 2019

SUBMITTED BY:	Director of Rural Development and Planning
APPLICATION REF:	2019/0098/DET
APPLICANT:	Lovell Homes on behalf of Rural Stirling Housing Association
LOCATION:	Land At Claish Farm, Callander, Stirling, FK17 8JJ

PROPOSAL:	Erection of 50 no. dwellinghouses with associated infrastructure, landscaping and engineering works
NATIONAL PARK WARD:	Ward 3: Callander
COMMUNITY COUNCIL AREA:	Callander Community Council
CASE OFFICER:	Name: Caroline Strugnell Tel: 01389 722148 E-mail: caroline.strugnell@lochlomond-trossachs.org

1. SUMMARY AND REASON FOR PRESENTATION

- 1.1. The application is for 50 affordable dwellings with associated infrastructure, landscaping and engineering works.
- 1.2. In accordance with paragraph 5.1 of the National Park Authority’s Scheme of Delegation this application must be determined by the Planning and Access Committee as the application is for Major Development as defined under the 2009 Regulations. This paper presents the officer’s assessment of the planning application and the officer’s recommendation.

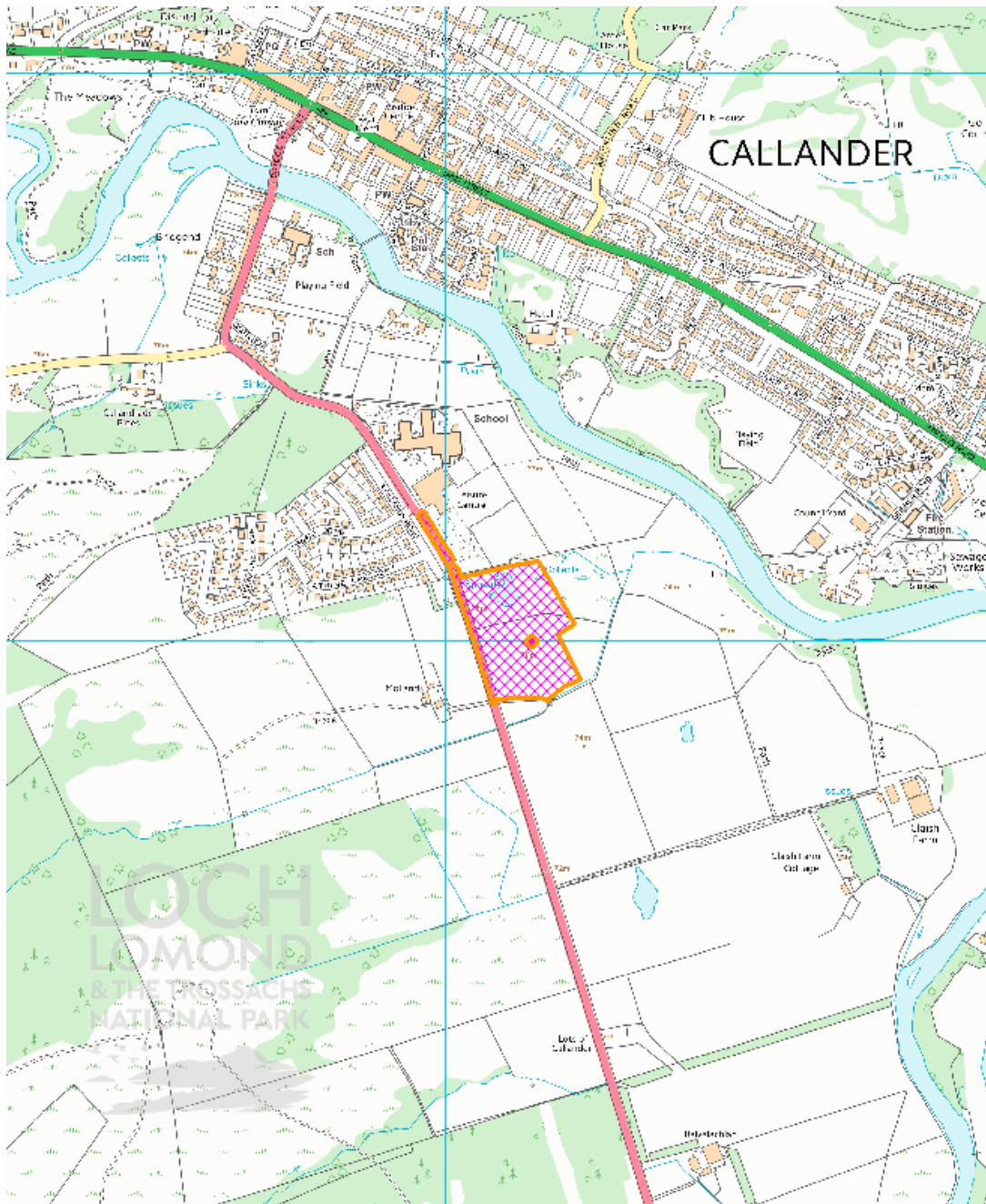
2. RECOMMENDATION

- 2.1. That Members:
 - 1) **APPROVE** the application subject to the imposition of the conditions set out in **Appendix 1** of the report.

3. **INTRODUCTION**

Site Description

- 3.1. The application site is located on the east side of the A81 to the south of Callander. McLaren Leisure Centre and High School are located to the north and the existing residential estate assessed from Mollands Road is located to the northwest. To the west, east and south the land comprises pastoral fields. The River Teith is located approximately 300m to the east.



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Figure 1: Location Plan

- 3.2. The site comprises two distinct areas as show in Figure 2.



Figure 2: Aerial View. The two distinct parts of the site are visible: the northern part marshy scrub and southern part improved grassland.

- 3.3. The northern half is marshy grassland which is undulating and generally falling in a north-easterly direction towards the River Teith. This part of the site is crossed northwest to southeast by overhead pole-mounted 11kw and 33kw powerlines. The area contains soil bunds and areas of peat and a wetland area at its centre. These constraints effectively prevent housing development on this part of the site.
- 3.4. The southern half is improved grassland used for grazing. It is generally flat but with a slightly dome-shaped profile which rises in the centre and falls away to the east and down to the Mollands Burn in the south-eastern corner. A post and wire fence divides the two areas.
- 3.5. There are Core Paths and the National Cycle Network Route 7 accessible approximately 500m and 700m north of the site respectively both connecting to Callander town centre.
- 3.6. The site's western boundary comprises a post and wire fence and roadside verge with young ash trees and the remnants of a low stone wall alongside the northern half (Figure 3).

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Figure 3: Western site boundary looking north. Shows the A81 to and verge ash trees and northern part of the site visible beyond the fence line in the centre of the picture.

- 3.7. The southern boundary (Figure 4) follows an agricultural track for half its length. There are two mature ash trees on this boundary. This track then passes south over the Mollands Burn which continues eastwards marking the site's southern extent (Figure 5).



Figure 4: Southern site boundary looking east from A81 along the agricultural track. Site boundary follows the track then the line of gorse along the Mollands Burn watercourse. Development site to left of picture.



Figure 5: View of Mollands Burn marking the site's southern boundary from the agricultural track. Development site is to the left of the picture.

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- 3.8. The eastern site boundary (Figure 6) cuts across the field and is not demarcated by any features on the ground.

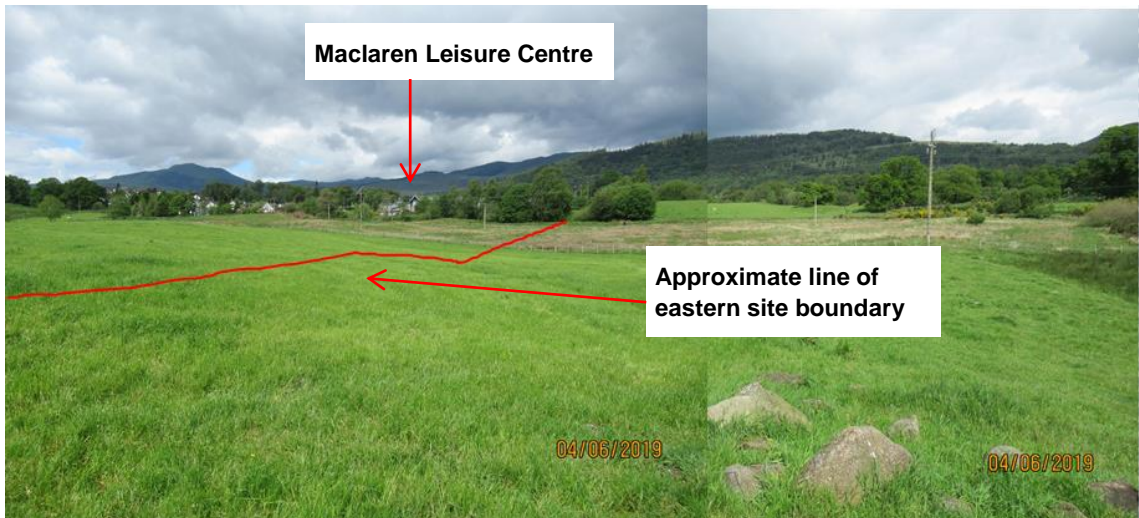


Figure 6: View across the site from within the field adjacent to the eastern boundary looking north/north west.

- 3.9. The northern boundary (Figure 7) is marked by dense vegetation alongside the Maclaren Leisure Centre and playing fields. Claish Burn runs eastwards along the northern site boundary.



Figure 7: View across the north of the site to the northern site boundary which runs along the line of trees in the centre of the picture (Maclaren Leisure Centre visible beyond).

Description of Proposals

3.10. The proposed development (Figure 8) is for 50 affordable dwellings for social rent which would be managed by Rural Stirling Housing Association. The mix would comprise predominantly 2 and 3 bed bungalows and two-story houses as follows:

- 26 x 2 bed houses (8 semi, 18 terraced)
- 14 x 3 bed houses (2 semi, 12 terraced)
- 3 x 4 bed terraced houses
- 3 x 1 bed bungalow (2 semi, 1 detached)
- 3 x 2 bed end-terraced bungalow
- 1 x 3 bed detached bungalow



Figure 8: Proposed Site Layout.

3.11. A new access road is proposed from a new priority junction on the A81 with access to the development taken from a spur off this. The junction has been designed to facilitate a future upgrade to a roundabout to serve future development on the western side of the A81 and a potential future extension of the new road eastwards over the River Teith.

3.12. A new footpath would be provided along the eastern side of the A81 from the site entrance north to the existing footpath at the McLaren Leisure Centre (Figure 9). This would provide continuous onward connection to McLaren High School and beyond to Callander Primary School and the town centre.

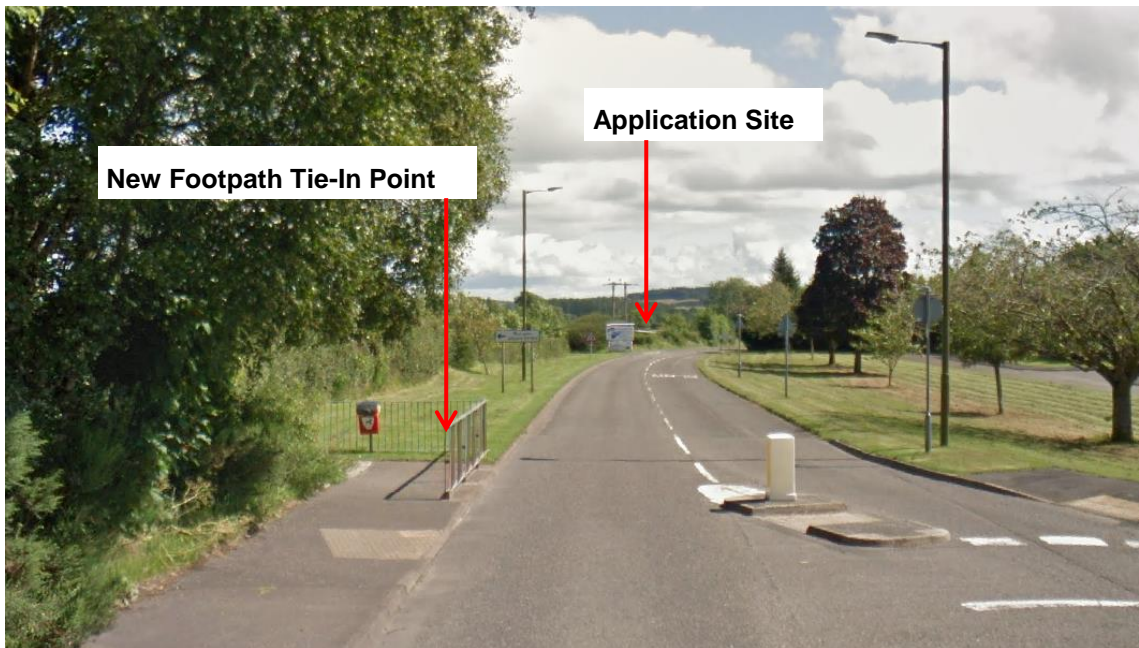


Figure 9: Existing footpath at MacLaren Leisure Centre on the A81 north of the application site (extract from Google Street View).

- 3.13. It is proposed that the 30mph speed limit would be relocated to the development's southern edge. The applicant is proposing two new bus stops on the A81. The exact location is still to be agreed however there would be one on the northern side and one on the southern side of the development entrance.
- 3.14. Some re-profiling of the ground is needed to create a suitable development platform (Figure 10). This involves a reduction in the height of the central area of between 1.5 and 2m and raising in the lower south-eastern by around 2.5 to 3m. The change in levels in the south eastern corner necessitates a retaining wall (maximum 2m in height) at the eastern end of southern boundary of the development.

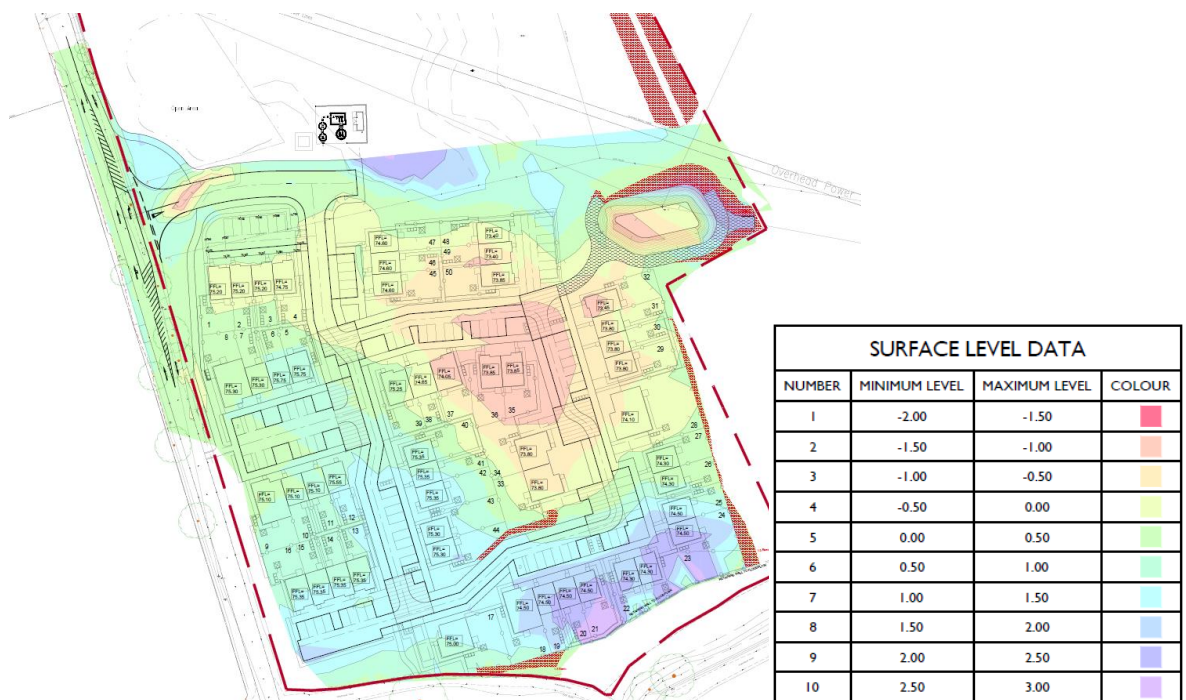


Figure 10: Proposed Earthworks (Extracted from Cut Fill Analysis Plan 18-004-40 Rev E)

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- 3.15. Landscaping (Figure 11) would comprise native shrubs and trees along the A81 on the development's western side. In the south western corner large native trees are proposed within a 'meadow' verge. Areas of woodland edge planting comprising native trees and shrubs are proposed around the eastern and southern boundaries. The riparian corridor along the southern boundary watercourse would be retained.



Figure 11: Proposed Landscaping (Extract from *Plan 17022-LAGA-P002-I*)

- 3.16. Sustainable Urban Drainage (SUDs) in the form of a landscaped basin is proposed in the north east corner of the development. This would be planted with wetland meadow seed mix.
- 3.17. In the northern part of the site an open space for informal recreation is proposed. This would contain areas for play and picnic benches with seating. A footpath through the open space would provide an alternative 'off road' pedestrian link to the new footpath alongside the A81. An electricity substation and foul pumping station is also proposed adjacent to this area which would be surrounded by new woodland planting.
- 3.18. Boundary treatments on the northern and western development edges would comprise 1800m high feature timber fences with feature walls.

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- 3.19. The houses are proposed to be finished in white dry-dash render with brick base course along with slate-look concrete roof tiles. Some houses were to feature brick panels on their principle elevations however these are now proposed to be substituted for larch timber (see discussion at paragraph 8.43).

Planning History

- 3.20. There is no relevant planning application history for this site.
- 3.21. The Local Development Plan policy context is provided in the Planning Assessment at Section 8.0

4. ENVIRONMENTAL IMPACT AND HABITAT REGULATIONS ASSESSMENT

Environmental Impact Assessment (EIA)

- 4.1. For the purposes of the Environmental Impact Assessment (Scotland) Regulations 2017 the National Park is identified as a 'Sensitive Area'. As a 'Competent Body' the National Park Authority has a statutory duty to consider whether proposals for development should be subject to the EIA process.
- 4.2. The proposal constitutes an 'urban development project' under the 'infrastructure projects' category of Schedule 2 (10b) of the Regulations and therefore requires to be screened. The proposed development was screened in February 2018 (see screening opinion request reference PSC/2018/0001). The screening opinion concludes that the proposed development is not likely to give rise to significant environmental effects and an EIA is not therefore required. The screening opinion is available to view as part of the application file.

Habitat Regulations Assessment (HRA)

- 4.3. The Habitats Regulations require that where a proposal has potential to affect a European site (SPA or SAC) a Habitat Regulations Appraisal (HRA) is required to consider the effect of the proposal on the SAC. If the HRA concludes that a development proposal is likely to have a significant effect on an SPA or SAC it must undertake an Appropriate Assessment (AA) of its implications for the European site in view of the site's conservation objectives.
- 4.4. The proposal could affect River Teith SAC designated for its three species of lamprey, and Atlantic salmon. Consequently an HRA was undertaken. This concluded that the proposal is unlikely to have a significant effect on any qualifying interests either directly or indirectly. An appropriate assessment is therefore not required.

5. CONSULTATIONS AND REPRESENTATIONS

Responses to Consultations

Scottish Water

- 5.1. **No objection.** They advise that there is currently sufficient capacity in the Turret Water Treatment Works. The proposed development will be serviced by Callander Waste Water Treatment Works however Scottish Water is unable to confirm capacity until the applicant completes a formal Pre-Development Enquiry (PDE).

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Scottish Environment Protection Agency (SEPA)

- 5.2. **No Objection.** The response from SEPA confirms that the proposed development is acceptable in flood risk terms. In relation to Ground Water Dependent Terrestrial Ecosystems (GWDTES) on the northern part of the site they have requested a Habitat Management Plan by condition to ensure measures are adopted to safeguard the hydrology of the area and the habitats dependent on it. The original response objected on the grounds of lack of information regarding peat extraction and disposal. Following submission of further information the objection has been lifted subject to a condition requiring submission of a Peat Management Plan.

Scottish Natural Heritage (SNH)

- 5.3. **No Objection** The response noted below ground natural heritage interests of national and international importance in the area but that these will not be adversely affected by the proposal. The response advises that the development could affect River Teith SAC designated for its three species of lamprey, and Atlantic salmon but that provided that measures are taken to prevent contaminated run-off downstream via the water-course or the wetland the proposal is unlikely to have a significant effect on any qualifying interests (either directly or indirectly) and an appropriate assessment is not required. SNH recommend submission of an Environmental Management Plan by condition setting out the specific measures that would be employed to safeguard the adjacent wetland and watercourses.

Transport Scotland

- 5.4. **No objection.** The response advises that Transport Scotland does not propose to advise against the granting of permission. No other comments are made.

West of Scotland Archaeological Service (WOSAS)

- 5.5. **No objection.** They advise that the content and scope of the evaluation works already undertaken is appropriate. This did not identify any significant archaeological material within the area that is proposed for development and the proposal is unlikely to have a direct impact on significant archaeological material. No further archaeological work is therefore required.

Stirling Council Roads Authority

- 5.6. **No objection.** The Roads Authority has requested a number of conditions to ensure the development accords with the detailed road design standards required for adoption, that visibility sightlines are provided, that appropriate parking bays, off-site pedestrian connections and crossing points are provided and designed appropriately, for agreement of the location of the two proposed bus stops and for the applicant to apply for a Traffic Regulation Order to extend the 30mph speed limit.

Stirling Council Flood Authority

- 5.7. **No Objection.** The response confirms that the site lays out-with the functional flood plain and is at low risk from surface water flooding.

Stirling Council Education Authority

- 5.8. **No objection.** Response confirms that the application does not raise any capacity issues at either Callander Primary School or MacLaren High School.

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Stirling Council Environmental Health Authority

- 5.9. **No objection** subject to conditions relating to contaminated land remediation, air quality and noise to ensure the development meets the appropriate standards.

Stirling Council Housing Authority

- 5.10. **No objection.** The response notes that the proposal is accommodated in the Social Housing Investment Programme 2019-24 which was approved by Stirling Council in November 2018 and therefore the necessary subsidy should be available. The types of affordable housing to be provided have been discussed with the housing association and the development takes account of the types and sizes of market housing required in the Stirling area and the need for housing for wheelchair users.

Callander Community Council

- 5.11. **No objection.** The Community Council neither supports nor objects to the application. They support the provision of new affordable housing but believe that there has been insufficient attention paid to traffic management and pedestrian routes: They request that the 20mph speed limit is extended up to the new development, early provision of the roundabout to provide safer access and avoid future disruption and for the pedestrian footpath from the new development to the McLaren Campus to be set apart from the immediate roadside.

Public Representations

- 5.12. At the date of publishing this report no public representations to the application had been received.
- 5.13. The full content of the statutory consultee responses is available to view on the National Park Authority's Public Access website (<http://www.lochlomond-trossachs.org/planning/> *Click on view applications, accept the terms and conditions then enter the search criteria as '2019/0098/DET'*).

6. POLICY CONTEXT

The Development Plan

- 6.1. Section 25 of the Town and Country Planning (Scotland) Act 1997 states that planning applications are to be determined in accordance with the Development Plan unless other material considerations indicate otherwise. The Development Plan comprises the Loch Lomond & The Trossachs National Park Local Development Plan (LDP) (adopted 2017) and Supplementary Guidance (SG).

Local Development Plan (2017-2022)

- 6.2. The relevant policies of the LDP are:
- Overarching Policy 1 (OP1): Strategic Principles
 - Overarching Policy 2 (OP2): Development Requirements
 - Overarching Policy 3 (OP3): Developer Contributions
 - Housing Policy 1 (HP1): Providing a Diverse Range of Housing
 - Housing Policy 2 (HP2): Location and Types of New Housing Required

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- Transport Policy 2 (TP2): Promoting Sustainable Travel and Improved Active Travel Options
- Transport Policy 3 (TP3): Impact Assessment and Design Standards of New Development
- Natural Environment Policy 1 (NEP1): National Park Landscapes, Seascape and Visual Impact
- Natural Environment Policy 2 (NEP2): European sites - Special Areas of Conservation and Special Protection Areas
- Natural Environment Policy 3 (NEP3): Sites of Scientific interest, National Nature Reserves and RAMSAR Sites
- Natural Environment Policy 4 (NEP4): Legally Protected Species
- Natural Environment Policy 6 (NEP6): Enhancing Biodiversity
- Natural Environment Policy 7 (NEP7): Protecting Geological Conservation Review Sites
- Natural Environment Policy 8 (NEP8): Development Impacts on Trees and Woodlands
- Natural Environment Policy 9 (NEP9): Woodlands on or Adjacent to Development Sites
- Natural Environment Policy 10 (NEP10): - Protecting Peatlands
- Natural Environment Policy 11 (NEP11): Protecting the Water Environment
- Natural Environment Policy 12 (NEP12): Surface Water and Waste Water Management
- Natural Environment Policy 13 (NEP13): Flood Risk
- Natural Environment Policy 16 (NEP16): Land Contamination
- Historic Environment Policy 2 (HEP2): Conservation Areas
- Historic Environment Policy 7 (HEP7): Other Archaeological Resources
- Historic Environment Policy 8 (HEP8): Sites with Unknown Archaeological
- Waste Management Policy 1 (WMP1): Waste Management Requirement for New Developments

6.3. Full details of the policies can be viewed at: <http://www.lochlomond-trossachs.org/planning/planning-guidance/local-development-plan/>

Supplementary Guidance

6.4. The Supplementary Guidance of relevance to this application includes:

- Housing
- Design and Placemaking
- Developer Contributions

Other Material Considerations

Planning Guidance

6.5. Planning guidance supports policies in the Local Development Plan and it is a material planning consideration in determining planning applications. The Planning Guidance of relevance to this application includes:

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- Callander South Masterplan Framework

Callander Charette Final Report (March 2012)

- 6.6. The Report summarises the process and outcomes of the Callander Charrette, a design led workshop involving the local community and agencies.

National Park Partnership Plan (2018-2023)

- 6.7. All planning decisions within the National Park require to be guided by the Partnership Plan, where they are considered to be material, in order to ensure that they are consistent with the Park's statutory aims. In this respect the following outcomes and priorities of the Partnership Plan are relevant.

- Outcome 10: Placemaking
- Outcome 12: Sustainable Population

National Park Aims

- 6.8. The four statutory aims of the National Park are a material planning consideration. These are set out in Section 1 of the National Parks (Scotland) Act 2000 and are:
- a) to conserve and enhance the natural and cultural heritage of the area;
 - b) to promote sustainable use of the natural resources of the area;
 - c) to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and
 - d) to promote sustainable economic and social development of the area's communities.
- 6.9. Section 9 of the Act states that these aims should be achieved collectively. However, if in relation to any matter it appears to the National Park Authority that there is a conflict between the first aim, and the other National Park aims, greater weight must be given to the conservation and enhancement of the natural and cultural heritage of the area.

7. SUMMARY OF SUPPORTING INFORMATION

- 7.1. The applicant has submitted the documentation in support of the planning application which is listed at **Appendix 3**.
- 7.2. The supporting information is available to view on the National Park Authority's Public Access website (<http://www.lochlomond-trossachs.org/planning/> click on view applications, accept the terms and conditions then enter the search criteria as '2019/0098/DET').

8. PLANNING ASSESSMENT

Background

- 8.1. The Local Development Plan's development strategy for the South of Callander was informed by the Callander Charrette, a design led workshop involving the local community and public agencies, which was held in the town over five days in November 2011. The outcomes of the Charrette are documented in the *Callander Charrette Final*

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Report of (March 2012) which encapsulates a shared vision for the town's future development and wellbeing to inform future agency strategies and local Community Action Plans.

- 8.2. The Charrette Process concluded that the most appropriate location to focus future growth is in the South Callander area in order to create a more concentric growth pattern supporting improved connections and access to the town's main facilities. This resulted in the allocation in the Local Plan of three development sites to the south of the town; a housing allocation H3 'Churchfields', a mixed-use allocation (MU2 'Claish Farm') both for development in the period up to 2027 and a 'longer term' mixed use allocation LT2 to the south of Claish Farm. Collectively these represent the largest strategic development allocation in the National Park and set the future nature and direction of the Town's expansion over the next 20 years (see Figure 12).

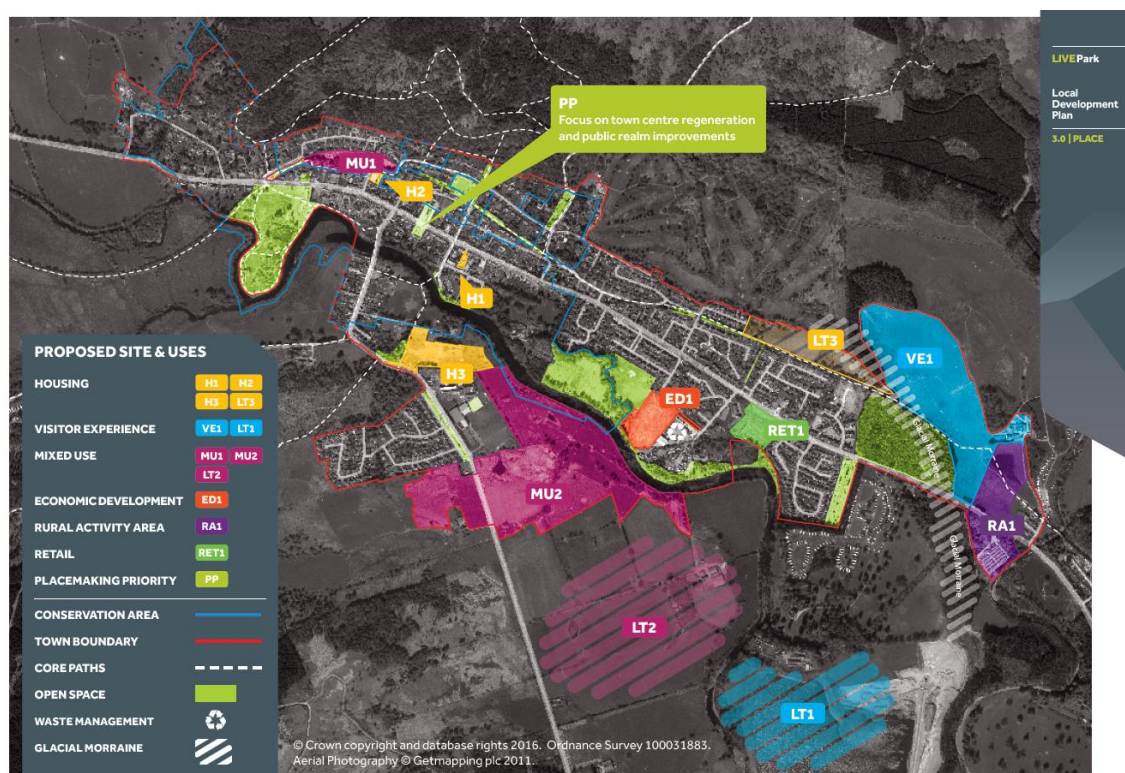


Figure 12: Development strategy for Callander: Extract from the Local Plan showing allocations H3, MU2 and LT2.

Principle of Development

- 8.3. The application site represents part of a wider area of land within the MU2 'Claish Farm' allocation. The MU2 allocation is identified for the development of 90 homes (indicative number) alongside visitor experience and economic development (comprising a 60 bed hotel community events space, outdoor recreational centre), a riverside park and playing fields. Other aspirations include a community heating scheme and a longer term vision for a bridge link across the River Teith. Housing development within the allocation is therefore an acceptable land use in principle.
- 8.4. To guide how the land to the south of Callander should be developed the allocations are supported by the Callander South Masterplan Framework Planning Guidance (the "Framework Guidance") which is a material consideration in the assessment of planning applications in this area. The Framework Guidance sets out a number of design

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principles and considerations which proposals for the allocations should address which are listed at paragraph 8.11 of this report. For MU2 these principles are schematically presented on page 24 of the Framework Guidance which includes ‘indicative proposals’ (Figure 13) indicating the areas for development and open space, the location of access from the A81, link road across the River Teith, connections to neighbouring allocations and pedestrian and cycle links. Development proposals are expected to adhere to these principles.

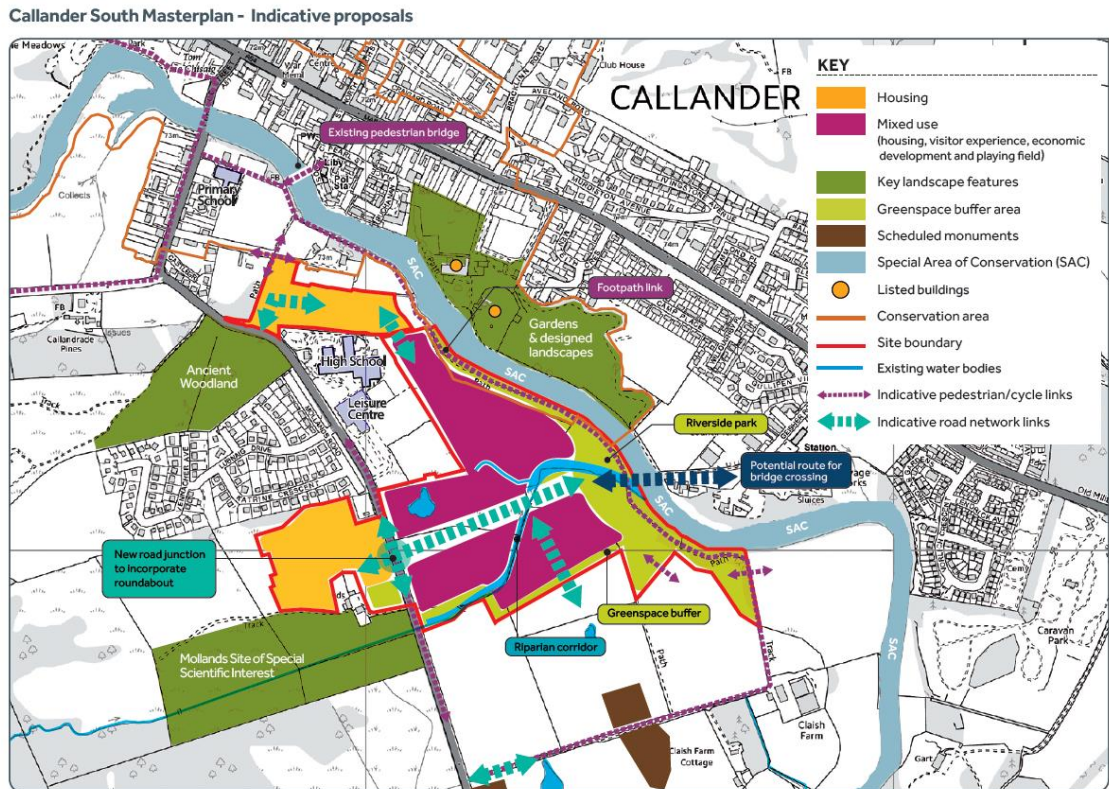


Figure 13: Extract from Callander South Masterplan Planning Guidance showing indicative proposals for the MU2 allocation.

8.5. Additionally, page 22 of the Framework Guidance says that the initial planning application for the Clais Farm site must provide:

“1. an indicative layout of the whole site showing types and location of development and phasing of development that clearly shows how it is designed to integrate and function with the existing landscape and how the sites connect (Churchfields, Clais Farm, and Clais Farm long-term)).

2. an active travel plan in relation to pedestrian/cycle access to nearby schools and leisure centre, town centre, pedestrian bridge and future road bridge and public bus access including bus stop(s) existing and proposed”

8.6. It goes on to say that the indicative layout should provide (in summary):

- *A distinctive southern gateway approach along the A81 and the roundabout;*
- *An outdoor recreation centre as a core activity hub with potential integration with the McLaren Leisure Centre including an additional sports pitch to meet future growth of the High School;*

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- A Riverside Park which should form a principle element of the greenspace network and should include a pedestrian and cycle route along the River Teith;
- Consideration of Mollands Burn as a strong foundation for both enhanced biodiversity and public amenity space.

8.7. The applicant has included an indicative layout for the MU2 allocation within the planning application submission at page 62 of the submitted *Design and Access Statement*. This is shown in Figure 14 below.

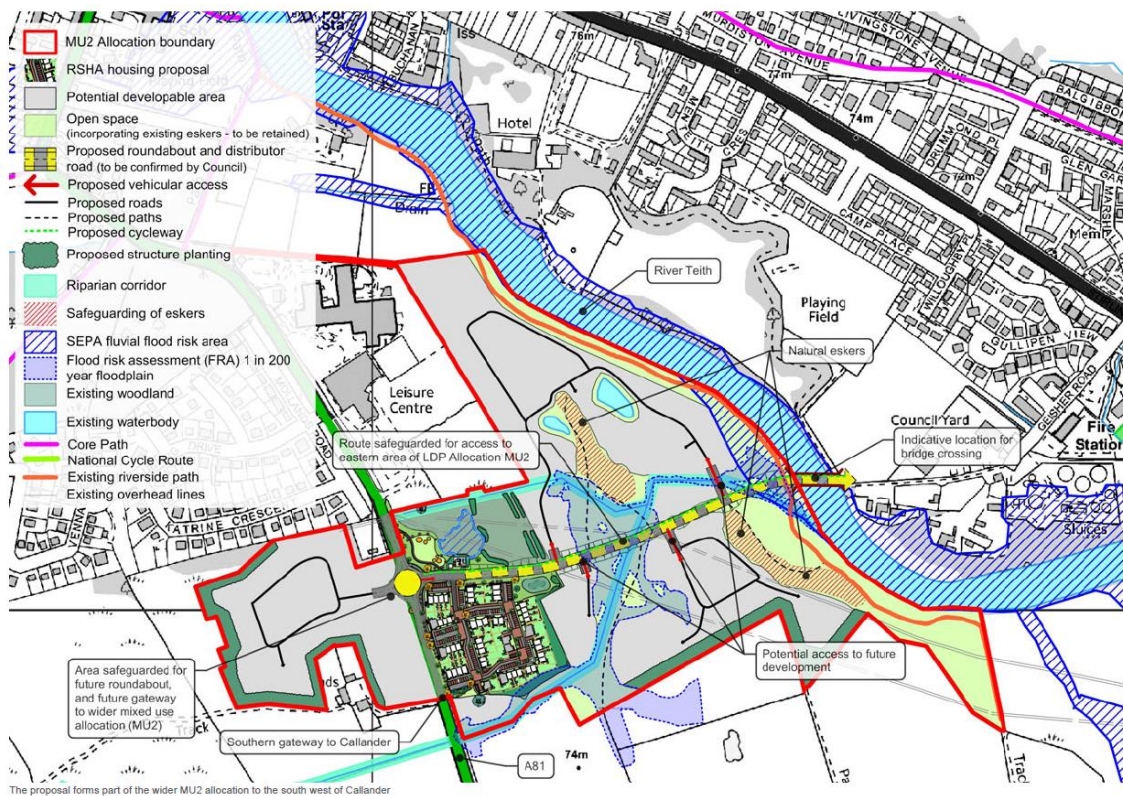


Figure 14: Applicant’s indicative layout for MU2 drawn up pursuant to the *Callander South Masterplan Framework Planning Guidance* requirement.

- 8.8. The indicative layout broadly reflects the Framework Guidance proposals (Figure 12) and takes these a step further in adding an additional layer of detail. This includes areas of flood risk and landscape features, details of the roundabout access from the A81 and alignment of the future link road across the River Teith. It incorporates the first phase of development (the application site) which corresponds to the Framework Guidance allocation for mixed-use development including housing for this part of the MU2 site. It also shows the broad areas which might have potential to be developed in future (in grey) and areas that would likely remain undeveloped which could form green corridors and linkages, and open spaces including a Riverside Park.
- 8.9. The indicative layout is lacking in some aspects that the Framework Guidance requires, specifically in respect of proposed land use types and phasing (i.e. for the mix of visitor experience and economic development uses and playing fields), connections to the allocations to the north and south and a demonstration that development parcels would integrate and function with the existing landscape.

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- 8.10. It is understood that the phasing and land use aspects and the details of connections to the adjacent allocations are still the subject of discussions between the landowner and potential developers and operators. At the time of preparing this report the indicative layout for the MU2 site was being revised to include further consideration of the wider landscape context and a landscape framework proposal that could be implemented in association with or in advance of future development phases. There is further discussion of this aspect in the Planning Assessment section of this report under the heading 'Landscape and Trees'.
- 8.11. Although aspects of the wider development of the MU2 allocation are still unknown the absence of these details does not prevent assessment of this first-phase application on its own merits and against the principles of the Framework Guidance for MU2 as they relate to the application site. The relevant design principles derived from the supporting text include:
- a) Safeguarding long-term access through MU2 via a new road link and bridge over the River Teith;
 - b) Provision of a roundabout access from either side of the A81;
 - c) Provision of local paths/routes for pedestrians and cyclists to ensure connectivity with existing public access networks in and around Callander;
 - d) A well-considered layout and design to form the gateway approach from the south along the A81;
 - e) Biodiversity enhancements to the landscape and Mollands Burn;
 - f) Designs that demonstrate an understanding of the landscape and visual baseline having regard to the various published landscape character assessments for Callander;
 - g) High quality landscape design in accordance with advice in the Placemaking and Design Supplementary Guidance including planting to provide shelter from prevailing winds;
 - h) The use of natural assets to enhance the drainage, water management, recreation and access provision for these allocations through landscape design;
 - i) Careful design considerations required for potential impacts on, site hydrology; below ground archaeology and the setting of nearby heritage assets and the River Teith SAC;
 - j) Surface water drainage and foul water treatment capacity;
 - k) Consideration of nursery and primary schools capacity with development phasing or financial contributions to address any deficiencies;
 - l) Provision of a community heating scheme linked to the leisure centre.
- 8.12. Each is now considered in turn.
- a) Safeguarding long-term access through MU2 via a new road link and bridge over the River Teith
- 8.13. The Charrette process identified a long term community aspiration for a future road link (incorporating pedestrian and cycle provision) through the site from the A81 across the

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River Teith linking to the A84; the longer term aim being to create a more compact 'walking' town with less circuitous connections and to reduce the impact of traffic on the Main Street.

- 8.14. In May 2018 the Scottish Government allocated funding for Stirling Council to invest in the delivery of new infrastructure in Callander – as part of the Stirling and Clackmannanshire City Region Deal. The Council, supported by the Park Authority, has since undertaken initial feasibility work for the link including costings and bridge location options.
- 8.15. The space requirements to accommodate a future link have been informed by an initial technical design for the road which has been drawn up by the applicant in collaboration with Stirling Council as the Roads Authority. This can be seen (in part) on the submitted *Infrastructure Continuity Layout 18-004-70 RevA* which shows the future roundabout and potential link road alignment through the site. The layout has been designed around this so implementation would not prejudice the future development of the link at the appropriate time. The access from the A81 in the short term would end with a turning head stub which can be extended in the future to continue the road link eastwards. The amenity for future residents of the proposed development has also been designed with the future link road in mind with the property gables facing the road providing effective noise attenuation and with space allowed for natural landscaping to provide an additional amenity buffer to the future road corridor.
- 8.16. A condition is recommended to ensure that the alignment of the future road through the site is safeguarded and that no future barriers or development can be implemented in the corridor reserved for the future road construction. A condition is also proposed to secure measures to prevent vehicles passing across the end of the stub onto the land beyond in the interests of public security and amenity.

b) Provision of a roundabout access

- 8.17. The aspiration for a link road across the River Teith and the scale of planned development in the area, including future development on the west side of the A81 would require a roundabout access on the A81.
- 8.18. The applicant proposes a standard 'ghost island' junction for access to the development. The Roads Authority has deemed this acceptable in the short term since the scale of development proposed at this stage does not warrant a roundabout access. However the layout has been designed to ensure that room is reserved at the entrance for a future upgrade to a roundabout at the point this is required. Again the space requirements have been informed by the detailed design drawn up in collaboration with the Roads Authority.
- 8.19. It is noted that the Community Council response suggests that the proposed new roundabout should be a pre-cursor to any development as it would make for safer access and avoid future disruption. Whilst the points are noted, the Roads Authority have raised no safety concerns regarding the proposed junction design for either pedestrians or traffic and future disruption avoidance is not a planning consideration.

c) Provision of local paths/routes for pedestrians and cyclists

- 8.20. A new footway is proposed to be constructed from the development entrance running adjacent to the east side of the A81 connecting the development to the existing footpath

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at the Leisure Centre entrance (Figure 9). From here onward connections are available to McLaren High School, Callander Primary School and the town centre. Access to the Core Path network and National Cycle Network 7 (Sunderland – Inverness) to the north of the application site would also be possible via this new link.

- 8.21. The Community Council response requests that the path connection be made separate from the road. However the applicant has informed that this is not possible due to land ownership constraints and the location of utility services. The speed limit at this section of road is 30mph and the arrangement of the path adjacent to the road is the same as the existing path to the north of the leisure centre entrance. There would be no safety implications arising from the proposed arrangement.
- 8.22. A separate informal path is proposed within the new recreation area which offers an alternative green route set away from the roundabout junction (Figure 15). The proposal also includes an informal footpath connection from the parking court in the south western corner through to the existing agricultural track at the southern boundary (Figure 15). This track has the potential to be upgraded in the future to provide green/recreational connections to the remainder of the MU2 allocation and east to the River Teith as part of future phases of development. Further pedestrian and cycle opportunities would be possible in association with the eastward continuation of the link road.

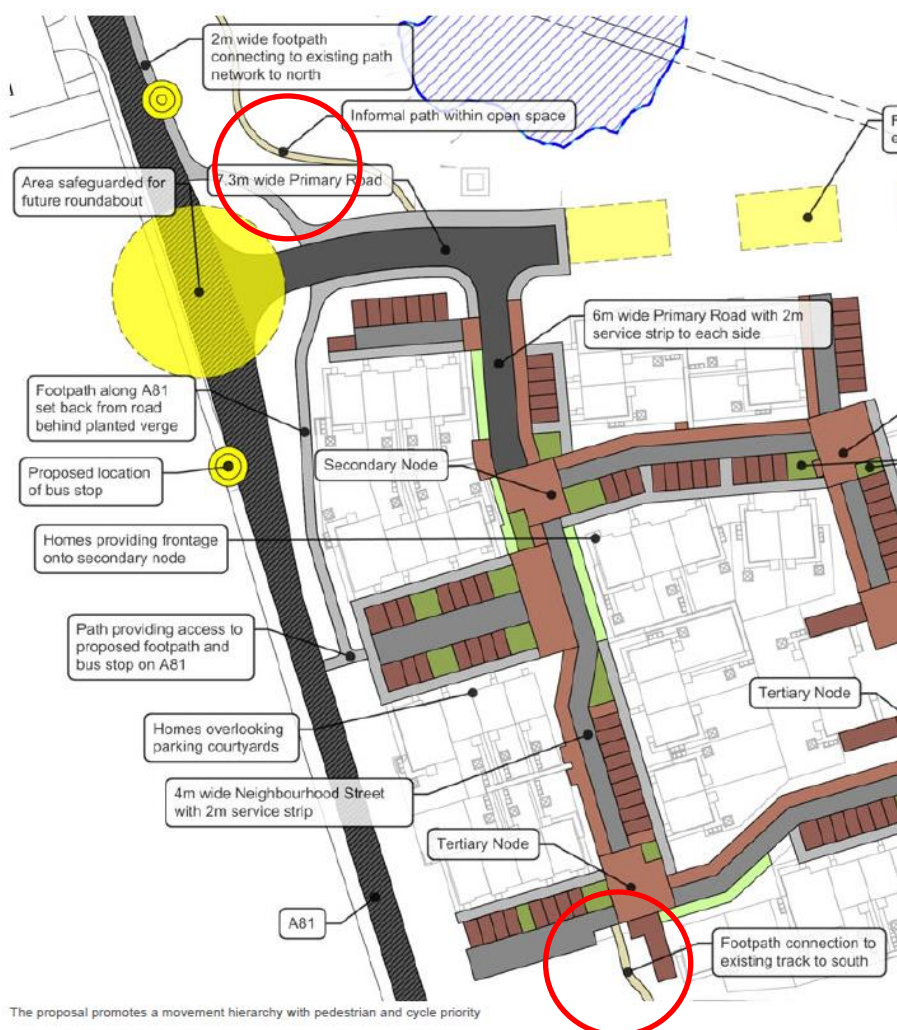


Figure 15: Pedestrian routes. Extract from Design and Access Statement

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- 8.23. The design of the application scheme therefore addresses pedestrian and cycle connectivity in accord with the Framework Guidance.

d) Distinctive Southern Gateway

- 8.24. The Framework Guidance requires a well-considered layout and design to form a distinctive southern gateway approach to Callander along the A81 from the south. A number of iterations of the development layout were discussed at the pre-application stage with a focus on achieving an appropriate 'southern gateway' response. Initial designs presented a rather urban interpretation of the new 'gateway' to Callander with uninterrupted liner arrangements or housing facing outward to the south and onto the A81 with two and a half story units at prominent corners and brick wall entrance features.
- 8.25. The submitted proposal presents a much more considered response to the site's rural context and the need for a more characterful rural to urban transition. The proposed houses on the southern boundary are varied in height and orientation to break up the massing when viewed from the south. The houses along the boundary with the A81 have been stepped back behind a wide verge allowing space for informal native tree and shrub planting and orientated with their gables facing on to the road affording a degree of visual permeability into the site reducing the sense of urbanisation. The effectiveness of this approach is apparent in Figures 16 and 17.



Figure 16: Elevation of proposed western boundary along A81 (northern half) (extract of submitted drawing ref. AL(90)001)



Figure 17: Elevation of proposed western boundary along A81 (southern half) (extract of submitted drawing ref. AL(90)001)

- 8.26. In the prominent south western corner of the development (visible on the far right of Figure 17 and 11 above) the design response is to set the houses back behind a car parking court and a landscaped area which would be planted with native woodland species feature trees. This is designed to soften the transition from open to developed land and also afford localised filtered views into the site from the A81.
- 8.27. Inside the site's southern boundary adjacent to Mollands Burn an area of woodland edge planting with native tree species is proposed to screen the development edge in more distant views on the approach along the A81. Beyond the southern site boundary

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the proposal retains the existing rural landscape features including Mollands Burn riparian corridor and associated vegetation, the agricultural access track and the individual trees that mark the Mollands Burn boundary. These are all indicated on *Plan 17022-LAGA-P002-1* (see Figure 11).

- 8.28. It is unfortunate that the undevelopable nature of the northern half of the site has constrained the housing to the southern area preventing a more generous landscape setting for the proposal in respect of the southern approach. However within the natural constraints the site presents it is considered that the proposal adopts an appropriate design approach to the southern gateway.
- 8.29. Certain details such as the 1800mm high brick boundary wall features fronting the A81 are not in accord with the Design and Placemaking Guidance which says brick walls are characteristic of more urban environments and should be avoided. The applicant has agreed to a request to substitute the brick for natural stone salvaged from the site where possible. This would be much more in keeping with the rural landscape character and reflective of the design approach adopted for the adjacent MacLaren Leisure Centre. A planning condition is recommended to agree revised details prior to commencement of development.

Summary of compliance with the Framework Guidance

- 8.30. In summary, whilst the submitted indicative layout for the MU2 allocation is lacking in detail for the wider site, the application proposal accords with the Framework Guidance land use allocation and satisfies the key design principles in so far as these relate to the application site. The application proposal also safeguards the ability to deliver strategic road infrastructure to provide access to later phases of development and to ensure strategic transport objectives for Callander are not prejudiced.
- 8.31. The remaining, more general Framework Guidance considerations (e to l above) are now assessed along with compliance with the relevant policies of the Local Development Plan.

Housing Mix and Density

- 8.32. Policy H1 seeks a diverse range of housing, sizes and tenures on sites to help meet the identified needs of everyone living and working in the National Park. The requirement specified under Policy HP2 is for a minimum of 33% affordable housing.
- 8.33. For this application all the proposed (50) houses would be affordable (social rented) to be managed by Rural Stirling Housing Association. The affordable tenure is recommended to be secured by planning condition. The overall number of houses proposed is within the indicative capacity (90) envisaged for the MU2 allocation which leaves adequate headroom for market housing to come forward as part of future phases of development to balance the tenure mix in due course. Six different house types are proposed ranging from 2 to 4 bedrooms and including bungalows.
- 8.34. Stirling Council's Housing Strategy Team's response to the application confirms that discussions have taken place with them regarding the types of affordable housing proposed and that the mix is suitably geared to the needs of the local community including houses for older people and people with disabilities and wheelchair users. As such the development is considered to be in accord with Policy H1.

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- 8.35. Policy HP2 part (a) states that sites should be developed to a density which is in keeping with its surroundings, or where appropriate, a higher density to its surroundings. The Design and Access Statement confirms that the density of the proposal is 28 dwellings per hectare (dph) and states that this makes efficient use of land, is appropriate for the location and is in line with other recent developments in Callander.
- 8.36. Affordable housing generally comprises smaller units which naturally results in relatively higher density. However in this case, given the proposal also includes bungalows with larger footprints, the resulting density is broadly comparable to other recent mixed tenure housing schemes in Callander. The density is also not inappropriate for the location given that this site is positioned in the area of the MU2 allocation close to the existing built up edge of Callander and would ultimately be surrounded by future development to the east and west and, in the longer term, to the south.
- 8.37. The proposal therefore accords with the LDP Housing Policies.

Design

- 8.38. Policy OP2 requires a high quality design and layout which provides a positive sense of place and compliments local distinctiveness. Policy OP2 is supported by the Supplementary Guidance 'Design and Placemaking'.
- 8.39. The DP Guidance promotes the principles of the Scottish Government's guidance, 'Designing Streets' which aims to achieve development designs that consider pedestrians ahead of the private vehicle. The proposal follows these principles in adopting an arrangement of roads and footways that is non-standard with a narrow carriageway width and differential use of materials for shared surfaces which prioritise pedestrian movement.
- 8.40. The terraced nature of the houses necessitates parking provision at the front with the exception of the bungalows which each have private driveway parking to the side. The parking areas however are book-ended with pockets of landscaping and screened by native hedge where they are located at the development margins.
- 8.41. 1.8m high close board fences are proposed around the rear gardens of properties for privacy and where these front onto public areas they are augmented with a native species hedge to their outer edge. Front gardens are open-plan with no enclosures.
- 8.42. In general the layout of the development, the arrangement of the roads, surfaces and boundary treatments are well thought out and achieve a good design quality in accord with the Design and Placemaking Guidance.
- 8.43. In terms of appearance the house design adopts a simple uniform style and materiality throughout comprising brick base course, white render (which is a common feature of properties in Callander) slate coloured concrete roof tiles and anthracite doors, windows and rainwater goods. Some properties feature a projecting gable to the front elevation which is proposed to be finished in facing brick panels (Figure 18). However bricks are not reflective of the prevailing materiality of Callander or characteristic of the wider National Park. As such these features may appear incongruous in this setting and therefore agreement has been reached with the applicant to substitute bricks for larch timber cladding. This would be more in keeping with other more recent developments in Callander (including the adjacent MacLaren Leisure Centre) and with the character and

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aesthetic of the National Park more generally. Revisions have also been requested for inclusion of larch timber elements to the elevations of the Type A house and render banding on the Type F house to add visual interest and to tie in with the other house designs. Conditions are recommended to agree the revised house type elevations and finishing materials prior to commencement of development.



Figure 18: Typical Proposed house appearance with brick feature panels (Extract from Design and Access Statement)

- 8.44. Policy OP2 requires that all new developments adopt renewable energy measures. It is proposed to install photovoltaic panels on the roofs of all the houses and this satisfies the policy requirement.
- 8.45. Overall the design of the development accords with Policy OP2 and the DP Guidance.

Roads and Travel

- 8.46. Policy TP2 requires proposals to encourage safe, sustainable and active travel options. Policy TP3 requires submission of a Transport Assessment for large-scale developments and a Travel Plan identifying measures to reduce the impact of travel. The need for active travel options and safe routes to schools is reiterated in the Framework Guidance. Policy TP3 part (b) requires roads infrastructure to comply with the design standards of the Roads Authority and/or Transport Scotland.
- 8.47. The TA confirms that a Travel Plan will be developed including a 'welcome pack' which would be issued to future occupiers of the development containing information on sustainable and active travel options. The Roads Authority require this information to be collated within a Travel Plan which would also identify specific targets and a monitoring framework. It is recommended that a Travel Plan setting out these details is secured by condition prior to the occupation of the development.
- 8.48. The applicant has submitted a *Transport Assessment (TA)* which assesses the capacity of the road network. This draws upon recent assessment work contained in the '*Callander Bridge A81/A84 Junction Traffic Analysis (January 2018)*' prepared by consultants WSP which provides an assessment of the A81 / A84 junction and which concludes that this junction is able to accommodate the traffic associated with 120 residential units within the Callander South area. This proposal therefore raises no issues as regards road capacity. Accordingly neither Stirling Roads Authority nor Transport Scotland raise any objection to the development on road capacity grounds.

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- 8.49. Vehicular access to the site is proposed via a priority junction on the A81, incorporating right turn ghost-island. The existing 30mph speed limit signage is proposed to be extended approximately 120m south to ensure appropriate traffic speeds in the vicinity of the new junction (supplemented by signage and road markings to ensure compliance). Visibility sightlines are achieved from the access junction commensurate with the revised speed limit. The Roads Authority has confirmed that the access arrangement is suitable for the level of development proposed. At the request of the Roads Authority conditions are recommended for submission of further detailed construction drawings for road works, for the provision and maintenance of the visibility splays and in relation to the works required for the implementation of a Traffic Regulation Order.
- 8.50. In relation to bus provision the applicant proposes two new stops on the A81 either side of the new entrance for both northbound and southbound services. Whilst the potential locations are highlighted within the submission, the Roads Authority has requested a northbound stop be located to the north of the entrance accessed by a pedestrian crossing point and a southbound stop on the southern side (from where the proposed pedestrian connection would provide convenient access into the development). A condition is recommended to agree the final location of the bus stops in consultation with the Roads Authority prior to commencement. Consideration of the ways in which the proposal supports active and sustainable travel through infrastructure provision (including pedestrian connections to the Core Path network and local schools) has been covered earlier in this report and this meets with the requirements of the Framework Guidance.
- 8.51. As regards the detail of the development layout itself, the Roads Authority welcomes the adoption of 'designing streets' principles (which include shared surfaces and narrower carriageways to prioritise pedestrian movement) and confirms that the parking provision (both in-curtilage and visitor) accords with their guidance. Their response notes that the *Refuse Vehicle Tracking Plan 18-004-52 Rev B* highlights some minor encroachment issues to be resolved prior to roads adoption and the further design details required by condition will address these matters.
- 8.52. Overall the Roads Authority has no objection to the proposed development and the proposal accords with the requirements of Policies TP2 and TP3.

Landscape & Trees

Landscape

- 8.53. Policy NEP1 requires development to protect the special landscape qualities of the National Park, be sympathetic to its setting and to minimise visual impact. The Framework Guidance, in relation to proposals for the wider MU2 allocation (but which is also relevant to the proposal) requires designs to demonstrate an understanding of the landscape and visual baseline having regard to the various published landscape character assessments for Callander and to both function and be integrated with the existing landscape.
- 8.54. The applicant has submitted a *Landscape and Visual Impact Assessment (LVIA)*. Figures 19 to 22 are extracts from the LVIA document showing what the proposal may look like at year 1 and following establishment at year 15 compared to the present.

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Figure 19a: View of the site from the A81 looking south (as existing)



Figure 19b: View of the site from the A81 looking south (in Year 1)



Figure 19c: View of the site from the A81 looking south (in Year 15)

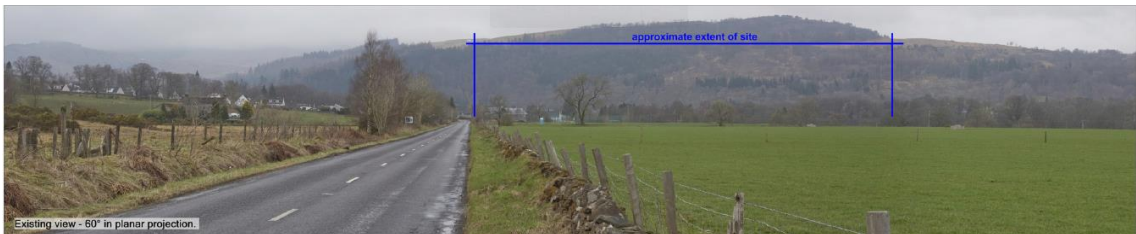


Figure 20a: View of the site from the A81 looking north (as existing)



Figure 20b: View of the site from the A81 looking north (in Year 1)



Figure 20c: View of the site from the A81 looking north (in Year 15)

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Figure 21a: View of the site from the riverside path adjacent to the River Teith (as existing)



Figure 21b: View of the site from the riverside path adjacent to the River Teith (in Year 1)



Figure 21c: View of the site from the riverside path adjacent to the River Teith (in Year 15)

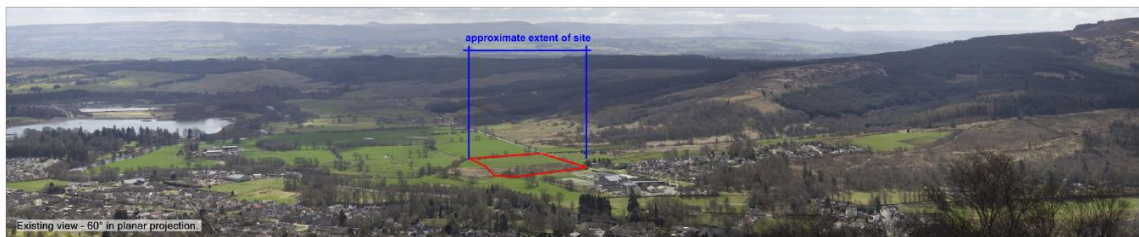


Figure 22a: View of the site from Callander Crag (as existing)



Figure 22b: View of the site from Callander Crag (in Year 1)

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Figure 22c: View of the site from Callander Crag (in Year 15)

- 8.55. The LVIA contends that the proposal relates to the existing settlement edge and settlement expansion pattern, retains and enhances a large area of existing greenspace and will form an appropriate gateway to Callander and the National Park once the tree planting starts to mature. It concludes that no landscape or visual receptors will experience significant impacts as a result of the proposal.
- 8.56. However the National Park Landscape Advisor's assessment is that the likely magnitude of change and residual effects on the landscape sensitivities would be greater than assessed in the applicant's LVIA. Their conclusion is that there would be some adverse residual landscape and visual impacts on the Special Landscape Qualities of the National Park as a result of the development which would be somewhat isolated in the Strath and Glen floor farm context and appear as a hard edge on the approach from the south.
- 8.57. The separation and apparent visual sense of isolation is an unfortunate but unavoidable consequence of the land to the north being undevelopable which physically prevents a closer association with the existing built up edge of Callander. Sited adjacent to the A81 and closest to the urban edge of Callander the proposal nevertheless occupies one of the more appropriate locations for housing within the allocation, avoiding the lower, flood-prone and relatively more landscape-sensitive areas of the River Teith Corridor.
- 8.58. It has also to be recognised that this development would be a first phase in the wider planned expansion of Callander to the immediate west and east (and in the longer term, to the south) which would help balance and integrate the development with the surroundings in future years. To demonstrate this, the applicant has submitted an Indicative Landscape Framework (Figure 23). This shows woodland planting to the immediate east of the development and further enhancement and strengthening of the character of the Mollands Burn to the south of the development with opportunity for recreational links extending eastwards into the wider MU2 allocation. This shows how the application proposal could ultimately be integrated within a wider green network and how it might relate to the wider development in the South Callander area in the longer term. The proposed woodland planting could be implemented either in advance or would be secured in association with future development phases.

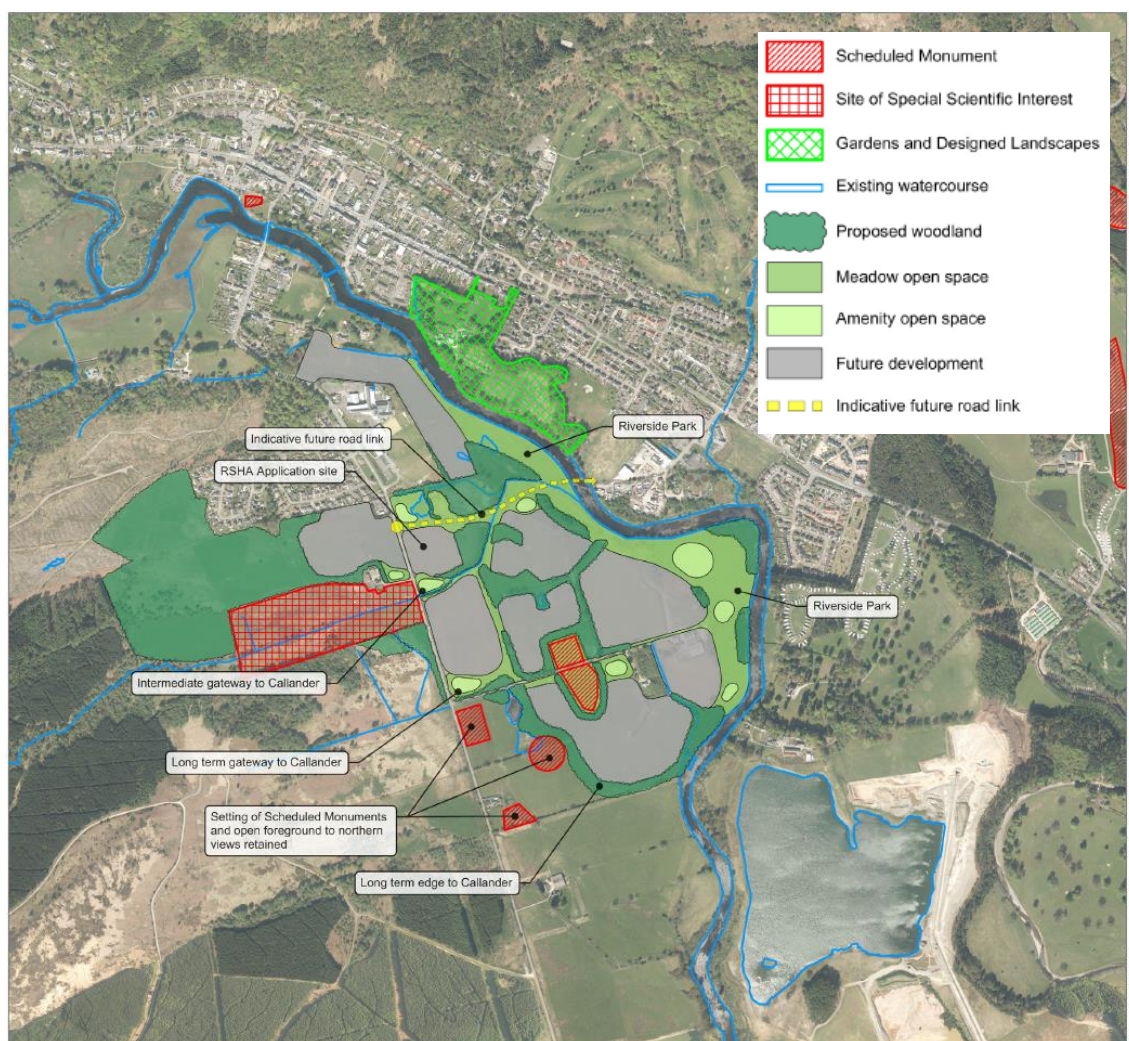


Figure 23: Extract from submitted *Indicative Landscape Framework 17022-LAFW-P001-A* showing integration of the application site with indicative landscape proposals for the wider South Callander area.

- 8.59. The visual impacts of the development, particularly on the southern approach, would be most acute in Year 1 following development prior to the establishment of the woodland edge planting (Figure 20). For this reason a revised *Landscape General Arrangement Plan (17022-LAGA-P002-1)* was requested incorporating a greater number of heavy standard feature trees in the woodland edge on the southern and western boundaries. This would provide an enhanced level of screening in the earlier years and goes some way to addressing the landscape and visual concerns. Further, the applicant has agreed to reconsider the details of the 1800 high fence along the eastern and southern boundaries to reduce the prominence of the development boundary in the landscape when viewed from the southern approach. A condition is recommended for revised details to be provided.
- 8.60. Other changes have also been agreed in principle including the removal of the high fence from around the front curtilage and parking of plots 48-50 to provide a more open aspect in views of the northern boundary. Also as enclosures may be required for the sub-station, pumping station and SUDS drainage basin to meet operational requirements a condition is attached requiring submission of further boundary treatment and enclosure details for these aspects so that the visual impact can be considered and mitigated if required.

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- 8.61. In conclusion it is accepted that the character of the landscape will be permanently changed as this is an unavoidable consequence of development. Indeed this is acknowledged in the *Callander Landscape Capacity Study 2013* which accepts that “*the prevailing rural character would be changed to an urban one in close proximity to any development*” as would be the case with this development.
- 8.62. There would also be a residual visual impact albeit the extent and degree is debated. The changes made by the applicant to enhance the landscaping on the southern boundary would assist in mitigating the visual impact in the early years and the residual effects would be tempered in the longer term by future phases of development and a commitment by the landowner to exploring options for advanced landscape planting in the wider allocation.
- 8.63. Given the landscape sensitivity of this site it is important that the proposed landscape planting is undertaken as early as possible and that there is strict adherence to the implementation of the *Landscape General Arrangement Plan (17022-LAGA-P002-I)* in full. A programme for the phased planting of the site and compliance with the plan is recommended to be secured by condition. Given the prominence of the site it is also essential that the landscaping and the open space is maintained to a satisfactory standard on an ongoing basis. A condition for a Landscaping and Open Space Management Plan to include details of the proposed management activities and arrangements is also therefore recommended to be conditioned. On balance, and with the changes proposed and the conditions recommended, the proposal would not have an unacceptable landscape impact and would satisfy Policy NEP1.

Trees

- 8.64. Policy NEP8 states that development will not be supported where it will result in the loss of woodland or individual or groups of trees and hedgerows which are important to local amenity / character. Where affects do occur the policy requires provision for new /replacement planting, enhancement or creation of new habitat along with management agreements as required.
- 8.65. There are very few trees on the application site with most being confined to the site margins.
- 8.66. The young ash saplings that are proposed to be removed along the A81 are classified in the submitted *Tree Survey and Constraints Report* as ‘Category C’ which means they are of low quality and/or likely to be relatively short-lived meaning there is no overriding necessity for retention. The extensive planting proposal which includes a number of native tree species throughout the site is more than sufficient to mitigate for the loss of the individual trees as proposed.
- 8.67. The mature trees adjacent to the southern site boundary associated with the Mollands Burn are proposed to be retained along with a single Ash tree and a patch of silver birch and goat willow scrub on the northern boundary. These would be protected within a construction exclusion zone separated by a protective fence as shown on the drawing *Tree Survey as Existing TS01* contained within the *Tree Survey and Constraints Report*. Compliance with this is secured by condition and the proposal is therefore in accord with Policies NEP8 and NEP9.

Biodiversity

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River Teith SAC

- 8.68. The River Teith Special Area of Conservation (SAC) lies approximately 300m to the east of the site. The Mollands Burn, which runs adjacent to the site boundary, enters the SAC downstream and there is therefore potential for works at the site to impact upon the SAC for example through pollution of the watercourse.
- 8.69. The *Ecology Surveys and Recommendations Report (Findlay Ecology, 2019)* recommends in paragraph 7.1 that an Environmental Management Plan be produced to outline mitigation measures to prevent contaminated run-off downstream via the watercourse or the wetland and incorporate an emergency plan to be implemented if there is a spill or other incident during construction.
- 8.70. Policy NEP2 requires proposals likely to have a significant effect on designated European sites to be subject to Appropriate Assessment under the Habitats Regulations. The advice from SNH is that provided the recommendations in the Environmental Management Plan are strictly adhered to then significant impacts on the SAC would be unlikely. On that basis they advised an Appropriate Assessment is not required. Accordingly a condition is recommended to ensure submission of an Environmental Management Plan to form part of a Construction Environmental Management Plan (CEMP) prior to development commencing.

GWDTEs

- 8.71. The wetland area occupying the northern area of the site is classified as a Ground Water Dependent Terrestrial Ecosystem (GWDTE). The *Ecology Surveys and Recommendations Report* notes that this area contains disturbed and species-poor habitats towards the road however it does have some local ecological value including a range of wetland species and evidence of otter foraging.
- 8.72. This area is proposed to remain relatively undisturbed with the only development being the creation of the recreational area and substation on the disturbed land towards the road and the bund supporting the SUDS pond outflow pipe in the east. The proposed design retains the main areas of interest including the wet area at the centre.
- 8.73. SNH has no objection to the works proposed within this area but recommends that protective fencing is put in place to avoid physical disturbance of the remainder of the wetland area during construction. SEPA also recommend that measures to maintain the hydrological connectivity and functionality of GWDTE be applied and have requested planning condition requiring the submission of a Habitat Management Plan for approval and the subsequent implementation of the measures within the plan. A condition is recommended accordingly.
- 8.74. Policy NEP11 requires proposals to ensure no significant adverse impact on the water environment by protecting and enhancing the biodiversity and physical characteristics of waterbodies and avoiding impacts on species and their habitats in the water body and catchment area. Subject to compliance with the recommended conditions the proposal complies with Policy NEP11.

Protected Species

- 8.75. Policy NEP4 seeks to prevent development that would have an adverse effect on species protected under the Conservation (Natural Habitats &c.) Regulations 1994,

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requires full consideration of species protected under the Wildlife and Countryside Act 1981 (as amended) and ecological survey and mitigation measures where appropriate.

- 8.76. The submitted *Extended Phase 1 Habitat Assessment* and an *Ecology Surveys and Recommendations Report* which highlight potential for a number of protected species to be present. The habitat on site was deemed not suitable for water vole as the burn was grazed and fast flowing. There is evidence that otters forage on the site although no otter holts were identified. No signs of badger were recorded during site visits but it is likely that they use the site from time to time. The site is not of particular significance for foraging bats however the single ash tree on the southern boundary provided opportunities for bat roost potential. This tree would be unaffected by the development and would be protected during construction. A condition is recommended to ensure that any clearance of the vegetation in the northern area avoids the bird breeding season.
- 8.77. The reports recommend a preconstruction walk over check for otter and badger species and precautionary measures to be adopted and these are conditioned as part of the Construction Environmental Management Plan prior to and during construction activities. Subject to compliance with the recommended condition the proposal accords with Policy NEP4.

Drainage

Flood Risk

- 8.78. The submitted *Flood Risk Assessment* identifies a small encroachment by the predicted extent of the 1 in 200 year plus climate change event inside of the south eastern boundary of the site adjacent to the Mollands Burn. The predicted 200 year plus climate change water level within the Mollands Burn at the southern boundary of the site is approximately 71.2m AOD and the flood risk assessment recommends that Finished Floor Levels of properties in this area be set no lower than 71.8m AOD. The *Drainage Layout (Drawing No. 18-004-20 Rev D)* shows this area is to be avoided in development and site levels are to be raised immediately to the north of this to create a development platform well above flood levels with Finished Floor Levels at around 74.3m AOD.
- 8.79. Policy NEP13 states that development will not be supported unless it complies with national planning guidance on Flood Risk and would not be at risk of flooding from any source. SEPA and the Stirling Flood Authority raise no objection to the proposal on flood risk grounds and the development therefore accords with Policy NEP13.

Surface Water Drainage

- 8.80. Policy NEP12 requires the incorporation of sustainable urban drainage systems (SUDS) to manage surface water (including during the construction stage) and submission of a Drainage Assessment to demonstrate how surface water will be managed.
- 8.81. The *Drainage Layout (Drawing No. 18-004-20 Rev D)* includes an open detention basin on the north east corner of the development to which surface water from the development would be directed and attenuated. From there the water would be released at a controlled rate (mimicking greenfield flow rates) via an outfall to the Claish Burn on the northern boundary.
- 8.82. The *Drainage Assessment* includes details of the construction phase SUDS to control run-off from the site. This would comprise temporary platform drainage, in the form of

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lined, stone filled trenches connected to temporary soak-away features where possible. As the site develops in accordance with the phasing proposals, the temporary SUDS will be removed and the drainage system connected to the outfall. Further details would be included in the Construction Environmental Management Plan.

- 8.83. Neither SEPA nor Stirling Flood Authority raise any objection to the proposed drainage strategy. The proposal therefore accords with Policy NEP12.

Foul Drainage

- 8.84. Policy NEP12 requires developments to connect to the public waste water drainage system where available.
- 8.85. The submitted *Drainage Assessment* confirms there is an existing rising main connection to the foul sewer around 200m to the north of the site at the junction of the A81 and Lubnaig Drive. It is proposed that foul flows from the development would be discharged via a gravity sewer to a new pumping station within the open space to the north of the new housing. Discharge will then be pumped to the existing foul sewer via the rising main as shown on the *Drainage Layout (Drawing No. 18-004-20 Rev D)*.
- 8.86. Scottish Water's response confirms that the applicant will be required to submit a pre-development enquiry in order to confirm adequate capacity exists in the Callander Waste Water Treatment Works, however they raise no objection to the proposal. The applicant confirmed that Scottish Water's response to a pre-development enquiry received in November 2017 confirmed sufficient capacity for both water and foul flows exists.
- 8.87. The development would connect to the public network and the proposal therefore complies with Policy NEP12.

Geology and Ground Conditions

Geology

- 8.88. Policy NEP7 seeks to protect Geological Conservation Review sites. This would include the Mollands Site of Special Scientific Interest (SSSI), designated for its geological interest which lies across the A81 within 50m of the southwest corner of the site. The proposal would not disturb the ground that is the subject of the designation and therefore no adverse impacts are envisaged. This conclusion is supported by SNH who state the proposal is unlikely to affect the Mollands SSSI.
- 8.89. Regard has also been had to the Callander Moraine that has recently been put forward as a potential Geological Conservation Review site. This site is confined to the north of the River Teith and would not be affected by the proposed development.
- 8.90. The proposal therefore accords with Policy NEP7.

Peat

- 8.91. Policy NEP10 concerns the protection of peatlands and states that development should avoid the unnecessary disturbance of peat and carbon-rich soils and best practice must be adopted in the movement, storage management and its reinstatement. Development on undisturbed areas of peat will not normally be permitted unless the environmental

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harm is outweighed by the economic and social benefits of the development and there is no viable alternative.

- 8.92. The submitted *Ground Investigation Report* identified peat deposits in the north of the site with the possibility of additional localised areas of soil containing peat.
- 8.93. SEPA originally raised objection to the proposal on grounds of lack of information regarding the extent of disturbance and re-use of excavated peat. In response the applicant submitted further information clarifying the extent of peat deposits at the site, the volume to be excavated (250m³) and the proposal to reuse peat in forming the SUDS basin embankments and within the proposed open space area near the source. The information confirms that the development proposal avoids the majority of the peat deposits which are confined to the northern wetland area. Peat requires to be excavated to accommodate only the substation and pumping station and two dwellings adjacent to the northern area (plots 47 and 48).
- 8.94. SEPA has since confirmed that they are content to withdraw their objection subject to a condition for the submission of a Peat Management Plan to ensure that peat is managed appropriately in accord with Policy NEP10 and SEPA Guidelines.

Contaminated Land

- 8.95. Policy NEP16 requires a risk assessment to be undertaken where land proposed for development is potentially contaminated.
- 8.96. The submitted *Ground Investigation Report* did not identify any potential contamination in the areas to be developed however the Report states that elevated concentrations of gas emissions were identified at the site.
- 8.97. Stirling Council Environmental Health requires the development to incorporate ground gas protection measures. Additionally, as a standard precaution they have requested conditions to ensure that if any unexpected contamination is identified during construction that it is dealt with appropriately. A condition is recommended accordingly and the proposal therefore accords with Policy NEP16.

Archaeology

- 8.98. Policy HEP7 requires archaeological resources to be protected in an appropriate setting wherever feasible.
- 8.99. The site is close to four Scheduled Monuments (crop marks signifying the presence of below ground archaeology) located on land c.350m to the south however the proposed development would not disturb these. A *Setting Assessment* was carried out to establish the potential effects of the development on the setting of these heritage assets. The Assessment confirms that with the use of 'light tree screening' to the perimeter of the development, the impact of the proposal will not have any significant effects on the setting of the Scheduled Monuments. The development therefore accords with Policy NEP7.
- 8.100. Policy HEP8 states that where sites are considered to have significant archaeological potential the developer will be required to submit details of an archaeological evaluation of the site with the application or before its determination. Trial trenching was carried out and the results included in the submitted *Archaeological Evaluation Report*. No

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significant archaeological features, artefacts or deposits were uncovered within any of the 59 trial trenches. The Report recommends that due to the extensive evaluation undertaken no further investigation is required.

- 8.101. WOSAS agrees that given the extensive investigations undertaken there is unlikely to be any major impacts on cultural heritage assets and no further works are required in relation to below ground archaeology. Therefore no conditions are required and the development accords with Policy HEP7.

Residential Amenity

- 8.102. Policy OP2 concerns amenity and environmental effects and requires development to avoid any significant adverse impacts of noise/vibration and air emissions/odour/fumes/dust and light pollution and loss of privacy/sunlight/daylight.

Noise

- 8.103. The proposal would result in the introduction of a noise sensitive development into an area potentially affected by traffic noise from the A81. The response from Stirling Council Environmental Health requests that the applicant submits a noise impact assessment to determine the impact of road noise on the development. The response sets out maximum target noise levels that are to be achieved.
- 8.104. At the time of preparing this report the noise assessment was in the process of being undertaken. It is therefore recommended that a condition be included for the submission of a Noise Mitigation Scheme based on the results of the noise assessment to determine the necessary glazing and boundary treatment specifications to satisfy the maximum internal and external (garden) target noise levels for affected properties. The condition requires the approval and implementation of the measures prior to the occupation of the dwellings concerned.

Air Quality

- 8.105. Stirling Council Environmental Health have advised that an air quality assessment should be undertaken to identify existing air quality in the surrounding area and to quantify the impact of the proposed development on local air quality. They recommend the provision of at least one Electric Vehicle (EV) "rapid charge" point per 10 residential dwellings (*reference Environmental Protection UK IAQM Land- Use Planning & Development Control: Planning for Air Quality January 2017*).
- 8.106. Although good practice, there is no specific Local Plan policy requirement requiring submission of an air quality assessment or EV charging points in association with new development. There are also no known air quality issues present in the area that could be exacerbated by the proposal. On this basis there are no strong planning grounds to require that the Environmental Health recommendations be complied with.
- 8.107. A condition is recommended for a construction management plan to control the impact of dust and noise generated from construction activity and a condition requiring adherence to construction working hours.

Waste

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- 8.108. Policy WMP1 concerns waste management for new proposals and requires suitable provision for waste management for the storage and uplift of waste including recyclables.
- 8.109. Waste collection has been considered in the layout of the streets. A loop road allows refuse vehicles to service the development without undertaking reversing manoeuvres, designated areas are provided for kerbside bin collection and there are dedicated areas in the rear gardens of each property for bin storage.
- 8.110. The Construction Environmental Management Plan which is recommended to be secured by condition will provide details on how construction waste will be dealt with.

Developer Contributions

- 8.111. Policy OP3 and the supporting Developer Contributions Supplementary Guidance set out the circumstances in which developer contributions will be sought. For developments in the South Callander area the Supplementary Guidance references the Framework Guidance for the specific requirements that may be relevant.
- 8.112. The Framework Guidance highlights a potential capacity constraint on the Primary School and requirement for contributions from developments in the South Callander area to contribute to additional places or for the phasing of development to be restricted to match capacity. However the response from Stirling Council Education confirms that the development would not impact on capacity at either Callander Primary School or McLaren High School and therefore no financial contributions are sought.
- 8.113. The Framework Guidance states that financial contributions may be sought towards the long-term aspiration for a new road bridge over the River Teith connecting the A81 to the A84 and upgrades to the existing pedestrian bridge crossing which provides a safe route to the town centre but which has a limited lifespan.
- 8.114. However the response from Stirling Roads acknowledges that the proposed development does not give rise to road capacity constraints that would justify a contribution towards the link road at this time. It is also recognised that the ability of government funded affordable housing proposals to finance infrastructure projects is limited and on that basis no additional finance for the pedestrian bridge is sought in connection with this development.
- 8.115. Finally the framework Guidance contains reference to aspirations for a community heating system linked to the leisure centre. At this point in time feasibility work is not suitably progressed to determine whether and how such a system would be delivered and there is no policy requirement for such provision in connection with this application.
- 8.116. In summary there is no requirement for developer contributions in association with this application and the proposal accords with Policy OP3.

9. CONCLUSION

- 9.1. This development would provide 50 affordable houses to be built by Lovell Homes and managed and owned by Rural Stirling Housing Association along with new pedestrian connections on the A81, bus infrastructure and a new recreational open space.

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- 9.2. If approved this development would represent a first phase in the development of the Callander South area which is a key Local Development Plan strategic allocation in both scale and importance in terms of its contribution to delivering the growth strategy for Callander and the wider development objectives for the National Park.
- 9.3. This development would provide the initial access, road, bus and footpath infrastructure that is essential in unlocking and facilitating future phases of development within the wider allocations to support the town's future expansion. As such it represents an all-important first step in initiating the strategy for Callander South as envisaged by the Community Charrette and as set out in the Local Development Plan.
- 9.4. The planning assessment concludes that the development would accord with the policies of the LDP and is consistent with the guiding principles of the Masterplan Framework Planning Guidance for Callander South and the National Park Aims. There are no objections from the public or statutory consultees and approval is recommended subject to the various conditions set out at **Appendix 1**.

Appendix 1 Conditions

1. **Affordable Housing:** The development hereby approved shall in perpetuity only provide housing at an affordable rent and shall be managed by a registered social landlord which is regulated by the Scottish Housing Regulator. Any alternative tenure of affordable housing shall be agreed in writing by the Local Planning Authority prior to any change of tenure, and a justification (including housing needs and demands information) shall also be submitted.

REASON: To comply with Policy HP2 and because the application has been assessed on the basis that the development is to comprise affordable social rented housing.

2. **Link Road Alignment Corridor Safeguarding:** the area of land within the application site which is required for the provision of future road infrastructure between the A81 and the A84 as indicated on the *Infrastructure Continuity Layout 18-004-70* shall be safeguarded for such provision and no development, obstructions or barriers of any kind shall take place or be placed on the land that would prejudice its future construction.

REASON: to ensure that sufficient land is available and safeguarded for the future construction of an access road for vehicular, pedestrian and cycle passage in accord with the Local Plan allocation MU2 and the South Callander Masterplan Framework Guidance.

3. **Revised Boundary Treatment Plan:** Notwithstanding the details on plan AL (0) 005 prior to commencement of development a revised Boundary Treatment Plan shall be submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the revised details.

REASON: to ensure the design of boundary treatments do not adversely impact upon the landscape in accord with Policies NEP1 and OP2 and the Design and Placemaking Guidance.

4. **Revised Boundary Wall Materials:** Notwithstanding the submitted details on Plan AA (91) 004 prior to the commencement of development revised details of the proposed boundary wall features adjacent to plots 1,8,9,16,47 and 48 (including a sample/specification of revised materials) shall be submitted to and approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with the revised details.

REASON: to secure the use of materials in keeping with the character and visual amenity of the rural area in accord with Policies NEP1 and OP2.

Amended House Type Elevation and External Finishes Drawings: Notwithstanding the details on the submitted house type plans prior to the commencement of development a revised set of elevation and external finishes drawings shall be submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the revised drawings.

REASON: ensure the standard of design and appearance of the development is appropriate to the character of the area and in accord with Policy OP2 and the Design and Placemaking Guidance.

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5. Road Works Details: Prior to the commencement of development construction drawings detailing the following shall be submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority:

- i. The vehicular access from the A81 Glasgow Road including right turn ghost island incorporating the measures recommended in the *Stage 1 Road Safety Audit (SPA Ref No:4896)*;
- ii. The proposed footway connection from the vehicular access to the existing footway at the McLaren Leisure Centre as shown on the *Road Adoption Plan 18-004-11REVA*. This shall include facilities for pedestrian crossing at an appropriate location to ensure the existing gullies are located out with the crossing area;
- iii. The location and details of the proposed northbound and southbound bus stops along with associated kerbs, tactile paving and crossing points;
- iv. The relocated speed limit including signage and road markings as per the *TRO 30mph Extension Plan 18-004-61REVA*;
- v. Amended design details to address refuse lorry tracking encroachment within the development.

The development hereby permitted shall not be occupied until the above road works (which shall include works associated with any Traffic Regulation Order required as a result of the development and signing, lighting, drainage and other related works) have been carried out in accordance with the approved details.

REASON: To ensure the detailed design of the road works are to the satisfaction of the Roads Authority and to ensure pedestrian and vehicle safety in accord with Policy TP3.

6. Construction Environmental Management Plan: Prior to commencement of the development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by the Planning Authority. The CEMP shall include the following:

- i. An Environmental Management Plan setting out the specific details of pollution prevention measures and sediment control during the construction phase including contingency plans in the event of any pollution event occurring in relation to the Mollands Burn on the southern boundary, Claish Burn on the northern boundary or the wetlands within the site connecting to the River Teith SAC.
- ii. The precautionary measures to avoid harm during construction to otter and badger that frequent the site;
- iii. A Construction Traffic Management Plan (incorporating the proposed route of construction traffic, turning areas and signage);
- iv. The location of the site compound and parking area for vehicles of site operatives and visitors;
- v. The location of the storage area for plant and materials used in constructing the development;

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- vi. Method of working and measures to control the emission of dust during construction using the methodology outlined in the IAQM guidance on the assessment of dust from demolition and construction 2014 (Version 1.1)
- vii. The erection and maintenance of security hoarding;
- viii. Details of wheel washing facilities for vehicles joining the public road.

Thereafter all works shall be carried out in accordance with the agreed Construction Environmental Management Plan.

REASON: To prevent damage to the environment, including the River Teith SAC and to minimise disturbance and impacts on the amenity of the occupants of neighbouring properties and the area during construction.

- 7. Enhancement of wetland and GWDTEs:** Prior to the commencement of development a Habitat Management Plan for the wetland area within the site to the north of the proposed development shall be submitted to and approved by the Planning Authority in consultation with SEPA. This shall set out the proposed measures to safeguard and enhance the GWDTE including to maintain hydrological connectivity and functionality of the GWDTE. Thereafter the works shall be carried out in accordance with the approved Habitat Management Plan.

REASON: To ensure the appropriate protection and enhancement of wetland habitat in accord with Policies NEP6, NEP10 and NEP11.

- 8. Peat Management Plan:** Prior to the commencement of development a Peat Management Plan shall be submitted and approved by the Planning Authority in consultation with SEPA. Thereafter the works shall be carried out in accordance with the approved Peat Management Plan.

REASON: To ensure the appropriate management of on-site peat in accord with Policy NEP10.

- 9. Wetland Protection During Construction:** The wetland area shall be protected during construction in accord with the recommendations at 7.2 of the approved *Ecology Surveys and Recommendations Report (Findlay Ecology Services) April 2019* including the erection of heras fencing in the locations shown on the approved *Landscape General Arrangement Plan 17022-LAGA-P002-I*. No works in connection with the development hereby approved shall take place until the protective fencing has been erected.

REASON: To ensure the appropriate protection of wetland habitat in accord with Policy NEP11.

- 10. Tree and Woodland Scrub Protection during Construction:** No works in connection with the development hereby approved shall take place until protective fencing has been erected in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction in the locations shown on Drawing TS-01 within the approved *Tree and Arboricultural Constraints Report (Alan Motion Tree Consulting Ltd) April 2018*. No materials, supplies, plant, machinery, soil heaps, changes in ground levels or construction activities shall be permitted within the protected areas without the written consent of the Planning Authority.

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REASON: To ensure the retention of important landscape features to retain the existing visual amenity and special landscape qualities of the site and to prevent damage to trees and destruction of potential protected species habitat during construction.

- 11. Landscape Phasing Plan and Implementation:** Prior to the commencement of the development hereby approved a Landscape Implementation Phasing Plan shall be submitted to and approved by the Planning Authority. This shall set out a programme for the implementation of the landscape proposals on the approved *Landscape General Arrangement Plan 17022-LAGA-P002-I*. Thereafter the landscaping shall be implemented in strict accordance with the approved Landscape Implementation Phasing Plan and the *Landscape General Arrangement Plan 17022-LAGA-P002-I*.

REASON: To ensure early phasing and satisfactory implementation of the landscape proposals in full to mitigate the landscape and visual impact of the development in accord with the aims of Policy NEP1.

- 12. Landscape and Open Space Maintenance Plan:** Prior to the first occupation of the development hereby approved a Landscape and Open Space Maintenance Plan shall be submitted to and approved in writing by the Planning Authority. This shall detail the regime for the establishment of planting and ongoing maintenance of the site (to include all un-adopted hard and soft landscaping, fences, paths and enclosures, play equipment, furniture and arrangements for rubbish/litter clearance). The details shall also include the name of the organisation or body responsible for the implementation of the Landscape and Open Space Maintenance Plan and the site shall be maintained in accordance with the approved Landscape and Open Space Maintenance Plan or any future revision agreed in writing by the Planning Authority.

REASON: To ensure appropriate maintenance of the landscaping and open space in the interest of the visual amenity of the area.

- 13. SUDS Drainage Basin Outfall Details:** Notwithstanding the information submitted on the approved plans details of the final design and landscaping of the proposed SUDS outfall from the basin to the watercourse shall be submitted to and approved in writing by the Planning Authority. Thereafter the SUDS outfall and associated landscaping shall be implemented in accordance with the approved details.

REASON: For the avoidance of doubt and in the interests of the landscape character and visual amenity of the area.

- 14. Details of Dwelling External Materials:** Notwithstanding the submitted details, prior to the commencement of dwelling construction (above damp proof course) a specification and/or samples of the materials and finishes to be used for the external walls and roofs of the dwellings hereby approved shall be submitted to (or made available for inspection on site) and approved in writing by the Planning Authority. Thereafter, such details as agreed shall be incorporated into the development hereby approved.

REASON: To ensure details are acceptable in the interest of the visual amenity of the area and in accordance with the objectives of Policy OP2 and the Design and Placemaking Guidance of the Adopted Local Development Plan 2017-2021.

- 15. Road Traffic Noise Mitigation:** Prior to the commencement of the development hereby approved an Acoustic Mitigation Plan shall be submitted to and approved in

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writing by the Planning Authority in consultation with Stirling Council Environmental Health. The scheme shall outline the measures (acoustic fencing, glazing specification and ventilation as appropriate) to ensure the development adheres to the Maximum Target Noise Levels:

40 dB LAr, T (internal with windows closed - day)

30 dB LAr,T) (internal with windows closed - night)

55 dB LAr,Tr (external in private garden areas - day)

Thereafter the measures shall be implemented in accordance with the approved scheme for each dwelling prior to its occupation.

REASON: To protect the occupants from excessive noise/disturbance associated with road traffic noise.

- 16. Protection of Breeding Birds:** No clearance works shall take place between 1 March and 30 August inclusive without prior bird nesting checks.

REASON: To comply with Policy NEP4 and to ensure that no offences are committed under the Wildlife and Countryside Act 1981 (as amended) in relation to breeding birds

- 17. Details of the Electricity Sub-Station and Pumping Station:** Prior to installation details of the electricity sub-station and pumping station including scaled elevation drawings, materials and finishes along with any associated surfacing and enclosures shall be submitted to and approved in writing by the Planning Authority.

REASON: To ensure the design and layout and finishes are appropriate having regard to visual amenity and landscape impact.

- 18. Play Area Design:** Prior to the construction of the open space recreation area the details of any the street furniture and any children's play equipment proposed, including colours and materials and details of any associated safety surfacing shall be submitted to and approved in writing by, the Planning Authority.

REASON: In the interests of visual amenity, to ensure the design, materials and colour of equipment within the play park complements the special qualities of the site and the wider area.

- 19. Contaminated Land:** The presence of any previously unsuspected or unencountered contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority within one week. At this stage, a comprehensive contaminated land investigation shall be carried out if requested by the Planning Authority. 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 report must include a site specific risk assessment of all relevant pollutant linkages, as required in the Scottish Executive Planning Advice Note 33.

- (i) **Detailed Remediation Strategy:** Where a risk assessment undertaken pursuant to this condition identifies any unacceptable risk or risks as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted to the Planning Authority for approval. No further

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works, other than investigative works, shall be carried out on the site prior to receipt of written approval of the remediation strategy by the Planning Authority.

(ii) **Remediation:** Remediation of the site shall be carried out in accordance with the approved remediation strategy. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Planning Authority.

(iii) **Confirmation of Remediation Work:** On completion of the remediation works the developer shall submit a report to the Planning Authority confirming the works have been carried out in accordance with the remediation plan.

REASON: To ensure potential risks arising from previous site uses have been fully assessed, that the proposed remediation strategy is suitable, to ensure the remedial works are carried out to the agreed protocol and to provide verification the remediation has been carried out to the Authority's satisfaction.

20. Ground Gas Protection Measures: The gas protection measures identified as necessary in the *Ground Investigation Report (Johnson Poole & Bloomer Consultants) October 2018* must be suitably installed in the dwellings on site. Prior to the dwellings being occupied, the developer shall submit a validation report to the planning authority confirming that the gas protection measures have been suitably installed.

REASON: To ensure the occupants of the dwellings are sufficiently protected against the ingress of ground gas.

21. Travel Plan: Prior to the occupation of any dwellings within the application site, a comprehensive Travel Plan shall be submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. The Travel Plan shall set out proposals for reducing dependency on the private car against approved targets and identify measures to be implemented, the system of management, enforcement, monitoring, review and funding arrangement to sustain commitments for the duration of the Travel Plan. The details of the Residential Travel Pack as outlined in the *Transport Assessment (Transport Planning Ltd) March 2019* shall form part of the Travel Plan. Thereafter the approved Travel Plan shall be implemented in accord with the timescales to be set out within the Travel Plan.

REASON: to promote sustainable travel and improved travel options in accord with Policy TP3 and OP2.

22. Access Road Stub: Prior to the occupation of the development hereby approved measures to prevent access for vehicles beyond the eastern end of the access road stub and a timetable for implementation shall be submitted to and approved in writing by the Planning Authority. Thereafter the measures shall be implemented in accord with the approved timetable.

REASON: In the interests of public security and amenity.

23. Replacement Planting (3 Years): Any trees and/or hedging removed, dying, being severely damaged or becoming seriously diseased, or areas of grass which become eroded or damaged within 3 years of their planting shall be replaced and reinstated in the next available planting season, to the satisfaction of the Planning Authority.

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REASON: To ensure that the proposed scheme of landscaping is established and maintained to mitigate the landscape and visual impact of the development and in the interests of the visual amenity of the site.

- 24. Renewable Energy Measures:** The development shall include the implementation of the photovoltaic panels as proposed or alternative renewable energy measures, the details of which shall be submitted to and approved in writing by the Planning Authority prior to commencement of development.

REASON: So that development complies with Policy OP2 requiring inclusion of renewable energy technology for new developments.

- 25. Establishment and Maintenance of Visibility Sightlines:** Visibility sightlines as detailed below shall be provided and maintained thereafter:

- (i) For the priority junction onto the A81 splays of 4.5m x 90m in either direction from the centre of the proposed access within which there should be no obstruction to visibility above carriageway level;
- (ii) For the priority junction onto the access road splays of 2.4m x 59m in either direction from the centre of the proposed access, within which there should be no obstruction to visibility above carriageway level;
- (iii) For driveways there shall be no obstruction to visibility over 1.05m in height above road level within 2.0m of the carriageway edge over each plot frontage with the road;
- (iv) Within the development 25 metre forward visibility envelopes (measured from the centre line of the nearside lane to the centre line of the nearside lane) must be provided at the curves within the access road outwith garden ground within which there shall be no obstruction to visibility more than 0.6m above road level.

REASON: to provide satisfactory visibility for vehicles exiting the accesses and driveways and for drivers to see and be seen by other road users in the interests of road safety.

- 26. Driveways and Parking Dimensions:** Driveways shall not exceed gradients of 1:10 and surfaced to ensure no surface water or loose material is discharged from them out onto the adjacent access road. Where driveways fall towards the access road, a surface water interceptor drain shall be provided across the driveway to the rear of the footway to ensure that no water discharges out over the footway. Any access gates shall open inwards only. Visitor and in-curtilage parking bays shall be 2.5m wide by 5.0m length and served by a 6.0m aisle width

REASON: To ensure the designs of driveways and parking spaces are acceptable to the Roads Authority.

- 27. Restriction on Construction Hours:** Construction works which are audible outwith the site boundary shall be undertaken during normal working hours, viz:- 08.00 to 18.00 hours Monday to Friday, and 09.00 to 13.00 hours on Saturdays. No noisy works audible outwith the site boundary are permitted on Sundays or Bank Holidays.

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REASON: To protect the occupants of nearby dwellings from excessive noise/disturbance associated with the implementation of this permission.

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Informatives

- 1 Duration of permission - In accordance with section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), this permission lapses on the expiration of 3 years beginning from the date of this permission, unless the development to which this permission relates is begun before that expiration.
- 2 Notification of Initiation of Development - Under section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. We recommend this is submitted 2 weeks prior to the start of work. A failure to submit the notice, included in the decision pack, would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.
- 3 Notification of Completion of Development - As soon as practicable after the development is complete, the person who completes the development is required by section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give written notice to the planning authority of the completion of the building works. As before, there is notice for you to complete for this purpose included in the decision pack. In larger, phased developments, a notice of completion is to be submitted as soon as practicable after each phase is finished by the person carrying out the development.
- 4 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).
- 5 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.
- 6 The development will need to comply with CAR General Binding Rule 10 which requires reasonable steps to be taken to prevent pollution of the water environment. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of SEPA's website or contact the regulatory services team in your local SEPA office at Carrochan, Carrochan Road, Balloch, G82 8EG, Tel no 0141-945-6350
5. In accordance with Section 21 of the Roads (Scotland) Act 1984, the applicant will require to apply for a Roads Construction Consent for the construction of the new access roads, parking bays, footways and associated works.

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Appendix 2 List of Approved Plans and Documents

Reference	Title	Date Received
Landscape General Arrangement	17022-LAGA-P002-I	14 August 2019
Site Location Plan	17022-STEX-P003	29 March 2019
Site Boundary	17022-STEX-P004	29 March 2019
Road Layout Plan	18-004-10 Rev A	29 March 2019
Road Adoption Plan	18-004-11 Rev A	29 March 2019
Road Setting Out Plan	18-004-12 Rev A	29 March 2019
Road Sections	18-004-13 Rev A	29 March 2019
Drainage Layout Plan	18-004-20 Rev D	29 March 2019
Manhole Schedule	18-004-21 Rev A	29 March 2019
Drainage Sections	18-004-22 Rev A	29 March 2019
Detention Basin Construction Details	18-004-23 Rev A	29 March 2019
Cut and Fill Analysis	18-004-40 Rev E	29 March 2019
Vehicle Tracking Refuse	18-004-52 Rev B	29 March 2019
TRO 30 Mph Extension	18-004-61 Rev A	29 March 2019
Infrastructure Continuity Layout-Layout	18-004-70 Rev A	29 March 2019
Levels Layout	18-006-30 Rev D	29 March 2019
Housetype A - Proposed Ground Floor Plan	2019-A-001	29 March 2019
Housetype A - Proposed Upper Floor Plan	2019-A-002	29 March 2019
Housetype A - Proposed Elevations	2019-A-004	29 March 2019
Housetype A - Proposed External Finishes	2019-A-006	29 March 2019
Housetype B - Proposed Ground Floor Plan	2019-B-001	29 March 2019
Housetype B - Proposed Upper Floor Plan	2019-B-002	29 March 2019
Housetype B - Proposed Elevations	2019-B-004	29 March 2019
Housetype B - Proposed External Finishes	2019-B-006	29 March 2019
Housetype F - Proposed Ground Floor Plan	2019-F-001	29 March 2019
Housetype F - Proposed Elevations	2019-F-003	29 March 2019
Housetype F - Proposed External Finishes	2019-F-005	29 March 2019
Housetype G - Proposed Ground Floor Plan	2019-G-001	29 March 2019

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Housetype G - Proposed Elevations	2019-G-003	29 March 2019
Housetype G - Proposed External Finishes	2019-G-004	29 March 2019
Housetype H - Proposed Ground Floor Plan	2019-H-001	29 March 2019
Housetype H - Proposed Upper Floor Plan	2019-H-002	29 March 2019
Housetype H - Proposed Elevations	2019-H-004	29 March 2019
Housetype H - Proposed External Finishes	2019-H-006	29 March 2019
Housetype I - Proposed Ground Floor Plan	2019-I-001	29 March 2019
Timber Feu Boundary Fence and Gate	AA (91) 001	29 March 2019
Timber Division Fence	AA (91) 002	29 March 2019
Proposed Site Layout	AL (0) 003	29 March 2019
Proposed Street Elevation 1	AL (90) 001	29 March 2019
Proposed Street Elevation 2	AL (90) 002	29 March 2019
Housetype I - Proposed Elevations	2019-I-004	02 April 2019
Housetype I - Proposed External Finishes	2019-I-005	02 April 2019
Proposed Boundary Layout	AL (0) 005	02 April 2019
Boundary Wall and Fence	AA (91) 004	29 March 2019
Ecology Surveys and Recommendations Report (April 2019)	(Findlay Ecology Services)	29 March 2019
Ground Investigation Report (October 2018)	Johnson Poole & Bloomer Consultants	02 April 2019
Tree Survey and Arboricultural Constraints (19 April 2018)	Alan Motion Tree Consulting Ltd	29 March 2019
Transport Assessment (March 2019)	Transport Planning Ltd	29 March 2019
Stage 1 Road Safety Audit (SPA Ref No:4896)	Stewart Paton Associates	29 March 2019
Drainage Assessment (May 2018)	Indev Consult	29 March 2019

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Appendix 3: List of Supporting Information

Submission Document	Dated	Prepared by	Date Received
Planning Statement	March 2019	Geddes Consulting	04 April 2019
Ecology Surveys and Recommendations (April 2019)	April 2019	Findlay Ecology Services	02 April 2019
Landscape and Visual Impact Appendices (Figures 1 – 12)	March 2019	Geddes Consulting	02 April 2019
Ground Investigation Report	October 2018	Johnson Poole & Bloomer Consultants	02 April 2019
Pre-Application Consultation Report	March 2019	Geddes Consulting	29 March 2019
Design and Access Statement	March 2019	Geddes Consulting	29 March 2019
Sustainability Statement	March 2019	Geddes Consulting	29 March 2019
Ecology Extended Phase 1 Survey	October 2017	Findlay Ecology Services	29 March 2019
Landscape and Visual Impact Assessment	March 2019	Geddes Consulting	29 March 2019
Tree Survey and Arboricultural Constraints	19 April 2018	Alan Motion Tree Consulting Ltd	29 March 2019
Flood Risk Assessment	January 2018	Kaya Consulting Ltd	29 March 2019
Drainage Assessment	May 2018	Indev Consult	29 March 2019
Stage 1 Road Safety Audit	SPA Ref No:4896	Stewart Paton Associates	29 March 2019
Transport Assessment	March 2019	Transport Planning Ltd	29 March 2019
Archaeological Desk Based Assessment	Report 199 (20 October 2017)	Northlight Heritage	29 March 2019
Archaeological Evaluation	Report 123 (16 April 2018)	Northlight Heritage	29 March 2019
Setting Assessment	Report 211 (29 March 2019)	Northlight Heritage	29 March 2019
Indicative Landscape Framework	17022-LAFW-P001-A	Geddes Consulting	14 August 2019