



A Simplified Planning Zone for

 Hillington Park

October 2014



## HILLINGTON PARK SIMPLIFIED PLANNING ZONE

### Contents

Part One: Statement of purpose and planning policy context.

Part Two: Hillington Park Simplified Planning Zone Scheme

Part Three: Operation of the SPZ Scheme

Part Four: Miscellaneous information

### Appendices

Appendix 1:

SPZ Scheme Plans

Plan 1: SPZ area

Plan 2: SPZ zones

Plan 3: Building heights

Plan 4: Indicative spatial framework

Plan 5: Flood risk zones

Plan 6: Coal Mining Risk Assessment Area

Appendix 2:

Hillington Park SPZ Design and Landscape Framework

Appendix 3:

Hillington Park Transport Design Guidance

Appendix 4:

Hillington Park Pre-development Notification Form

Hillington Park Commencement and Completion Notification Certificates

Appendix 5:

Bird Hazard Management Plan Example and Aerodrome Safeguarding  
Advice Notes (3, 6 & 8)

Part Five: Supporting Evidence

## PART ONE

### STATEMENT OF PURPOSE AND PLANNING POLICY CONTEXT

#### Introduction.

1.1 Renfrewshire Council and Glasgow City Council are committed to fostering and encouraging sustainable development and economic investment. The Scottish Government's 'Modernising the Planning System' has simplifying and streamlining processes and procedures as one of its key themes. Scottish Planning Policy (SPP) advocates that planning authorities should respond to the diverse needs and locational requirements of different sectors and sizes of business to ensure that new economic opportunities are realised. Removing unnecessary planning barriers to business development and providing scope for expansion and growth are viewed as central to this objective. SPP also requires that strategic sites for business which are of high amenity and accessible by all forms of transport should be protected from inappropriate uses and from development which would compromise their quality, accessibility or marketability as a business location.

1.2 The promotion of a simplified planning framework within Hillington Park is a clear demonstration that both Councils are working together to deliver on these commitments, to promote a culture of being 'open for business', to ensure that planning controls are proportionate and that the core function of Hillington Park as a place in which industry and business can locate and grow is consolidated and improved.

#### Statement of purpose

1.3 The Hillington Park Simplified Planning Zone (SPZ) Scheme has been prepared in a partnership between Renfrewshire Council and Glasgow City Council, and MEPC Hillington Park (MEPC) which owns and manages the majority of the site. Provision for the establishment of SPZs is contained within Sections 49 and 50 and Schedule 5 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act) as amended by the Planning Etc. (Scotland) Act 2006 and the Town and Country Planning (Simplified Planning Zones) (Scotland) Regulations 1995 (the Regulations).

1.4 Covering nearly 200 hectares (495 acres), with around 495,000 square metres of existing floorspace, and permission for around another 53,000 square metres, Hillington Park is one of Scotland's largest business parks. Approximately two thirds of the park lies within Renfrewshire Council's area and the remainder is within Glasgow City Council's administrative area (See Plan 1). It is well located, lying to the south of the M8 motorway between Glasgow and Paisley and close to Glasgow International Airport. It also benefits from two mainline railway stations. The park is recognised by both councils as a strategic employment location. Simplifying

planning controls can be an important factor in retaining existing employers and attracting new companies to the area. Renfrewshire Council and Glasgow City Council are keen to support sustainable economic development in this location, in line with national planning objectives.

1.5 Hillington Park is particularly suited to an SPZ scheme as it is well established with around 500 businesses and organisations, many of whom will have need to engage with the planning system over time. The main planning issues are well known and very similar within the park. There are extensive opportunities for new development and redevelopment, and a majority landowner (MEPC) who is committed to investing in upgrading the facilities and environment of the park in the coming years.

1.6 MEPC has demonstrated its commitment to investing in renewal of the park by purchasing the former Rolls-Royce site, which is being cleared ready to attract new investment and job opportunities, and by obtaining planning permission in principle to develop the land adjacent to the motorway. The SPZ Scheme will help to capture investment in the development opportunities and provides a platform for introducing more sustainable transport measures to optimise the accessibility of the park and take advantage of the sustainable travel opportunities, including the two mainline railway stations.

1.7 While the focus of the SPZ Scheme is on core business and employment uses, in line with the local development plan policy, the Scheme also recognises the opportunity to introduce further 'complementary uses' and 'non-conforming uses' such as small-scale retail and leisure uses, and motor vehicle sales operations: the former to serve the existing organisations and make the park more sustainable and attractive for 21<sup>st</sup> century business investment; and, the latter to diversify further development opportunities.

1.8 Whilst the larger scale investment opportunities are important, so too are the small-scale works which local businesses may wish to carry out to quickly respond to specific business needs and requirements. The potential cumulative impacts, and resultant benefits to the smaller scale operators within Hillington Park, should not be under-estimated. Neither should the benefits of being able to establish with certainty and with speed, the acceptability of proposals to properly inform investment decisions.

1.9 The SPZ Scheme removes the need to make application for planning consent for development where it complies with the Scheme's development parameters. It does not, however, mean that control over development is no longer relevant. The SPZ Scheme deals with the planning issues 'up front' and confirms what type of development, and how much, is allowed. This provides greater certainty for developers and stakeholders. It removes the need for repetitive planning applications, covering the same range of planning issues, which will save time and

cost for the existing organisations and new businesses looking to invest in the park. It will also benefit the councils by reducing the resources needed to control development in this dynamic area.

1.10 The provisions of the SPZ Scheme does not affect existing permitted development rights afforded under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended) and these will continue to be available. So too would any alterations or extensions to permitted development rights which may subsequently emerge through future regulatory change.

1.11 It should be noted that the SPZ Scheme does not prevent or otherwise inhibit a prospective developer's ability to apply for planning permission for development proposals falling outside of the Scheme's development parameters. Both Renfrewshire Council and Glasgow City Council continue to welcome such submissions. In all such cases, proposals will be judged on their individual merits, having regard to the Development Plan, and to the strategic importance of Hillington as a business and industrial location.

1.12 The SPZ Scheme is set out in Part Two.

## **PLANNING POLICY CONTEXT**

1.13 The overarching objective of the Hillington Park SPZ is to encourage sustainable economic development in accordance with national and local planning policy.

### ***Scottish Planning Policy***

1.14 Scottish Planning Policy (SPP) re-states that increasing sustainable economic growth is the overarching purpose of the Scottish Government and confirms that the planning system should proactively support development that will contribute to sustainable economic growth and to high quality sustainable places. SPP reinforces this approach by introducing a "presumption in favour of development that contributes to sustainable development" and advocating that the planning system should "give due weight to net economic benefit of proposed development."

1.15 SPP confirms that planning should address the development requirements of businesses and enable key opportunities for investment to be realised. To achieve this, SPP indicates that the planning system should promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets, and allocate sites that meet the diverse needs of the different sectors and sizes of business which are important to

the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities.

### **National Planning Framework 3**

1.16 Scotland's third National Planning Framework (NPF) has a clear vision for the future when it states that:

*“Our strategy aims to ensure that all parts of Scotland make best use of their assets to build a sustainable future. Planning will help to create high quality, diverse and sustainable places that promote well-being and attract investment”.*

1.17 The NPF 3 acknowledges the Hillington Park SPZ Scheme as part of the Glasgow and Clyde Valley 'spatial priority area for change'.

### **Development Plan**

1.18 Hillington Park falls within the administrative boundaries of both Renfrewshire Council and Glasgow City Council for the discharge of their land use planning functions. The development plan comprises the following documents:

- Glasgow and Clyde Valley Strategic Development Plan (adopted May 2012)
- Renfrewshire Local Plan (adopted March 2006)
- Glasgow City Plan 2 (adopted December 2009)

***Glasgow and Clyde Valley Strategic Development Plan (May 2012)***

1.19 Schedule 2 identifies Hillington / Renfrew North as a safeguarded Strategic Economic Investment Location (SEIL) for the following key sectors: Business and Financial Services and Distribution and Logistics.

1.20 The Hillington Park SPZ will help to deliver the adopted and emerging policy objectives by simplifying the planning controls, enabling more rapid response to market demand, enabling the modernisation and renewal of the existing estate.

***Renfrewshire Local Plan (March 2006)***

1.21 **Policy IB2** designates Hillington Park as a Strategic Industrial and Business Location (SIBL), safeguarding it for Class 4 Business, Class 5 General Industry and Class 6 Storage and Distribution.

1.22 **Policy IB3** safeguards parts of the M8 frontage at Hillington Park for Class 4 and 5 uses and ancillary service provisions. Proposals are required to meet a range of criteria.

1.23 **Policy IB4** safeguards part of Hillington Park for Class 4 Business development, setting out a range of criteria that proposals will be required to meet.

1.24 **Policy IB8** safeguards land at Deanside Freight Terminal from inappropriate alternative development.

1.25 **Policy IB10** sets out additional criteria to be taken into consideration in relation to Non-conforming Uses Within Business/Industrial Areas - Retailing Proposals.

1.26 An area of active recreational open space facilities is identified on the local plan map for Hillington Park. It is protected under **Policy L1**.

***Renfrewshire Proposed Local Development Plan (LDP)***

1.27 The Renfrewshire Proposed Local Development Plan was submitted to the Directorate for Planning and Environmental Appeals for examination in August 2013 and subsequently referred to the Scottish Minister. It will replace the Renfrewshire Local Plan once adopted.

1.28 **Draft Policy E1** identifies Hillington Park as a Strategic Economic Investment Location for the development of Class 4 Business, Class 5 General Industry and Class 6 Storage and Distribution development and ancillary service provision. Development proposals are required to be assessed against the criteria detailed in the New Development Supplementary Guidance.

1.29 An area adjacent to the railway is allocated under draft **Policy I2** for Freight. It supports the enhancement and development of sites with existing freight connections to the rail network.

***Glasgow City Plan 2 (December 2009)***

1.30 **Policy IB1** identifies the eastern part of Hillington Park as a Strategic Industrial and Business Area where land will be safeguarded for uses that fall within Use Classes 4 Business, 5 General Industrial and 6 Storage and Distribution.

1.31 **Policy IB2** safeguards Strategic Industrial and Business Areas for industrial and business use as set out in Policy IB1. Ancillary facilities that support industrial and business uses may be permitted where they enhance the attraction and sustainability of the area for industrial and business investment.

1.32 **Policy Trans 7** safeguards the international transport facilities at Deanside Freight Terminal from development that would impair their effective operation or undermine future prospects for developing this role.

***Conclusion***

1.33 The promotion of a Simplified Planning Zone Scheme for Hillington Park is considered to be entirely consistent with national policy, guidance and advice and with the main aims, objectives and policies set out within the Development Plans.



## PART TWO

### HILLINGTON PARK SIMPLIFIED PLANNING ZONE SCHEME

#### SPZ Area

2.1 The provisions of this SPZ Scheme apply only to the area identified on Plan 1 (Appendix 1). Areas outside of this boundary are subject to standard planning control.

#### SPZ duration

2.2 The provisions of this SPZ Scheme are valid for a period of ten years from the date of its commencement.

#### Permitted uses

2.3 The following Use Classes are permitted by the SPZ Scheme<sup>1</sup>, subject to the Scheme's development parameters, zone plans and planning conditions:

##### **A. Primary business/employment uses**

Class 4 Business  
Class 5 General industrial  
Class 6 Storage and distribution.

##### **B. Secondary business/employment uses**

Non classified (sui generis): Motor vehicle sales.

##### **C. Complementary uses**

Class 1 Shops  
Class 2 Financial, professional and other services  
Class 3 Food & drink and Hot food takeaways (sui generis)  
Class 7 Hotels  
Class 10 Non-residential institutions  
Class 11 Assembly & leisure.

#### SPZ Zones

2.4 The SPZ area has three zones (Refer to Plan 2 in Appendix 1):

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<sup>1</sup> Town and Country Planning (Use Classes) (Scotland) Order 1997

**Zone A: Core business and employment zone** – Zone A covers the majority of the SPZ area, which is dominated by traditional employment and industrial uses. This zone will remain the focus for Use Classes 4, 5 and 6. Complementary uses in this area are limited as detailed in Table 1. Building heights are generally similar; up to 12 metres, although are reduced on the southern boundary parallel with the railway line.

**Zone B: Mixed-use and gateway zone** - Zone B is focused on the gateway to the park: Hillington Road and the M8 frontage land. This zone has a wider mix of uses, including the existing retail precinct. It will continue to be a mixed-use area, with opportunity for creating a more distinctive gateway area. Building heights in this area are less uniform and there is potential to reinforce the gateway character through use of taller, landmark buildings.

**Zone B, Hub Sub Zone:** A Hub Sub Zone is identified within Zone B to support the park with, for example, business services, leisure and small-scale retail being appropriate in this hub area. While this sub zone provides opportunities for complementary uses, this does not exclude Use Classes 4,5 and 6 being located in this area.

**Zone B, Motor Vehicle Sales Sub-Zone:** A Motor Vehicle Sales Sub Zone is also identified within Zone B on the Hillington M8 frontage. This area provides a gateway to Hillington Park with an emphasis on innovative design. While this sub zone provides opportunities for motor vehicle sales other uses will also be appropriate, in particular, Use Classes 4,5 and 6 are not excluded from being located in this area.

**Zone C:** Deanside Freight Safeguarded Zone - Zone C is the area safeguarded in both Renfrewshire's and Glasgow City Council's development plans. The SPZ continues to safeguard this area to maintain its established function and protect it from inappropriate development that could undermine its existing and future operational capabilities.



## **Development parameters**

2.5 Development is permitted by this SPZ Scheme where it is in accordance with the development parameters. All developments must also comply with the conditions attached to the scheme, the Design and Landscape Framework (Appendix 2) and the Transport Design Guidance (Appendix 3). Together, the development parameters and zoning of the park will control the quantum of development and its location to ensure that the main focus of the park continues to be business and employment uses in accordance with local planning policy.

2.6 Development is permitted within the SPZ area subject to the development parameters set out in Table 1.

2.7 All floor spaces are quoted in square metres and gross internal area (GIA) unless otherwise specified.

**Table 1 Development parameters**

	<b>Use Class</b>	<b>Parameter</b>	<b>Restrictions</b>	<b>Reason</b>
DP1	Maximum floorspace permitted by the SPZ Scheme.	579,000 sq m in total.	Temporary buildings are not permitted within the SPZ boundary, unless with separate planning permission.	<p>This is the maximum quantum of development considered acceptable by the SPZ scheme and has been subject to EIA screening.</p> <p>Temporary buildings are not permitted by the SPZ in the interests of amenity.</p>
DP2	Class 4 Business	Maximum 87,875 sq m in total.	<b>Zone C:</b> No development in Class 4	To provide a maximum quantum of business floorspace as part of a mixed-use business and industrial park.
DP3	Class 5 General industrial and Class 6 Storage and distribution	Maximum 423,050 sq m in total.	<b>Zone C:</b> No development in Class 5.	<p>To provide a maximum quantum of general industrial and storage/distribution floorspace as part of a mixed-use business and industrial park.</p> <p>Class 6 development is permitted in the Deanside Rail freight area to support its established and safeguarded use.</p>
DP4	Non classified (sui generis): Sale and display of motor vehicles	Maximum 17,000 sq m (GROSS DISPLAY AREA) in total.	<p><b>Zone A and C:</b> No development in Non classified (sui generis): Sale and display of motor vehicles.</p> <p><b>Zone B (motor vehicle sales</b></p>	New floorspace for motor vehicle sales is only appropriate in Zone B (motor vehicle sales sub zone). A limited quantum of this floorspace can contribute to the vitality and viability of the business park.

			<b>sub zone):</b> 17,000 sq m in total.	
DP5	Class 1 Shops	Up to 3,000 sq m in total of new floorspace.	<p><b>Zone A:</b> maximum unit size 100 sq m. Maximum of 5 units in total.</p> <p><b>Zone B (Hub sub zone):</b> maximum unit size 400 sq m.</p> <p><b>Zone B (outside hub sub zone):</b> maximum unit size 400 sq m (limited to a maximum of two individual units).</p> <p><b>Zone C:</b> No development in Class 1.</p> <p>No more than three contiguous Class 1 units are permitted by the SPZ scheme (out with Zone B Hub sub zone).</p> <p>Class 1 floorspace that predates the SPZ, if redeveloped into other land uses, cannot be re-provided without separate planning consent.</p>	Complementary uses that can support the viability and sustainability of the park but are subject to specific controls to safeguard the main employment function, and to avoid a scale of retailing that would normally be directed to town centres. The SPZ allows a limited quantum of additional Class 1 floorspace over and above existing floorspace in this class.
DP6	Class 2 Financial,	Maximum	<b>Zone A:</b> maximum unit size	To direct this type of complementary use to

	professional and other services	2,250 sq m in total.	<p>250 sq m and limited to two units in total.</p> <p><b>Zone B (Hub sub zone):</b> maximum unit size 500 sq m.</p> <p><b>Zone B (outside hub sub zone):</b> maximum unit size 500 sq m (limited to a maximum of two individual units).</p> <p><b>Zone C:</b> No development in Class 2.</p> <p>Class 2 floorspace that predates the SPZ, if redeveloped into other land uses, cannot be re-provided without separate planning consent.</p>	the mixed-use zone (Zone B) to support the viability and sustainability of the park. The SPZ allows a limited quantum of additional Class 2 floorspace over and above existing floorspace in this class.
DP7	Class 3 Food & drink, and hot food takeaway (sui generis)	Up to 1,500 sq m in total of new floorspace.	<p><b>Zone A:</b> Maximum unit size is 100 sq m. No more than two units in Zone A.</p> <p><b>Zone B (Hub sub zone):</b> maximum unit size 500 sq m.</p>	To direct this type of complementary use to Zone B and the identified hub location to support the viability and sustainability of the park. The SPZ allows a limited quantum of additional Class 3/sui generis floorspace over and above existing floorspace in this class.

			<p><b>Zone B (outside hub sub zone):</b> maximum unit size 500 sq m (limited to a maximum of two individual units).</p> <p><b>Zone C:</b> No development in Class 3/sui generis (hot food takeaway).</p> <p>Class 3 and sui generis (hot food takeaway) floorspace that predates the SPZ, if redeveloped into other land uses, cannot be re-provided without separate planning consent.</p>	
DP8	Class 7 Hotels	Maximum 7,250 sq m in total.	<p><b>Zone A:</b> No development in Class 7.</p> <p><b>Zone B:</b> Maximum 7,250 sq m.</p> <p><b>Zone C:</b> No development in Class 7.</p>	Provision of hotel accommodation can help to support the business function of the park and attract new investment. As a complementary use, it is appropriate to restrict it to the mixed-use zone (Zone B).
DP9	Class 10 Non-residential institutions	Maximum 500 sq m in total.	<p><b>Zone A:</b> No development in Class 10.</p>	A limited amount of Class 10 floorspace is permitted to contribute to the vitality and sustainability of the park, and support its

			<p><b>Zone B:</b> Maximum 500 sq m.</p> <p><b>Zone C:</b> No development in Class 10.</p>	business functions. This complementary use is appropriate only in the mixed-use zone. There is an existing children's nursery (Class 10) in Zone B.
DP10	Class 11 Assembly & leisure	Maximum 9,780 sq m (GROSS EXTERNAL AREA) in total.	<p><b>Zone A:</b> No new development in Class 11.</p> <p><b>Zone B:</b> 2,400 sq m of new floorspace in total.</p> <p><b>Zone C:</b> No development in Class 11.</p>	There are recreation facilities at the park including the bowling club on Montrose Avenue and urban allotments at Baird Avenue (both in Zone A). New development in Class 11 is directed to the mixed-use zone (Zone B) to reinforce this as an area of mixed activity supporting the business park and promoting healthy lifestyles.

Notes:

1. All measurements are in square metres (gross internal area, GIA) unless otherwise stated.
2. Units cannot be merged to form a larger planning unit where the resultant unit would be larger than the maximum permitted unit size identified for each zone, without separate planning permission.
3. Where existing floorspace is redeveloped, the floorspace lost can be re-provided (excluding Class 1, 2 and 3, as outlined above) elsewhere within the SPZ area subject to compliance with the SPZ parameters.
4. The boundary of the SPZ zones, including sub zones, are shown in Plan 2 (Appendix 1).
5. Development activity and the parameter floorspace will be monitored throughout the scheme and the Councils will endeavour to publish an annual monitoring report of approved development. Developers are required to notify the Council of the commencement and completion of development using the forms in appendix 4.



## **Change of use**

2.8 Change of use development is permitted provided that the proposed use and level of floorspace is within the provisions of the SPZ Scheme and is in accordance with the planning conditions.

## **Construction**

2.9 New build and extensions development is permitted provided that the proposed use and level of floorspace is within the provisions of the SPZ Scheme and is in accordance with the planning conditions.

## **Infrastructure**

2.10 Development of infrastructure to support the functioning of the park is permitted subject to compliance with the planning conditions and design guidance. For the purposes of this SPZ Scheme, infrastructure includes:

- New estate roads and pathways and alterations to existing roads and pathways, in both the public and private realms
- New external lighting in both the public and private realm, and alterations to existing lighting
- Infrastructure associated with the delivery of sustainable transport measures (examples include but are not limited to cycle parking, cycle docking stations, electric charging points, inductive charging points and bus stops / shelters)
- New waste storage and collection facilities, where these are strictly ancillary to the main use, or for the purpose of collecting waste in the public realm.

## **Minor operational development**

2.11 Minor operational development is permitted subject to compliance with the planning conditions and Design and Landscape Framework. For the purposes of the SPZ Scheme, minor operational development includes:

- Changes to the external appearance of buildings, including recladding, alterations to access, doors and windows
- Installation of plant to serve the existing or proposed building(s)
- Landscaping (including hard and soft materials) of individual plots
- Landscaping (including hard and soft materials, street furniture and public art) of the public realm.

## **Demolition**

2.12 Hillington Park is a well-established business and industrial park, including many older buildings and structures, which could be redeveloped as part of the modernisation and renewal of the park. The park also includes many newer buildings, so it is not anticipated that there will be comprehensive demolition during the operation period of the SPZ Scheme.

2.12 The SPZ Scheme grants approval for demolition required to facilitate development permitted by the Scheme subject to prior-notification.

### **Design and Landscape Framework**

2.13 The SPZ Scheme does not remove the requirement for good design or consideration of the built and natural environment. A Design and Landscape Framework for the SPZ is appended to this Scheme and should be considered in all development proposals, in accordance with the planning conditions.

### **Planning conditions**

2.14 Development permitted by this SPZ Scheme is subject to planning conditions as shown in Table 2. Developers should note that some of the conditions are pre-commencement conditions, requiring details to be approved prior to development starting.

2.15 It is the developer's responsibility to ensure that development is fully in compliance with these conditions and advisory notes.

2.16 Where conditions require further details to be submitted to Renfrewshire Council or Glasgow City Council we will endeavour to provide a response regarding the acceptability of the submitted information within 28 days of receipt.

### **Variation or removal of planning conditions**

2.17 Development carried out under the provisions of the SPZ must adhere to any relevant, applicable condition contained within the SPZ Scheme. There is no scope to vary or remove planning conditions attached to the SPZ Scheme other than in the circumstances noted in Paragraph 4.10. Where developers wish to carry out development without complying with a condition contained within the SPZ Scheme, an application for full planning permission should be submitted in the normal manner.

**Table 2 SPZ Scheme Planning Conditions**

1	All development shall comply with the parameters of the SPZ Scheme as set out above and in Appendix 1.	<i>Reason: to ensure the development accords with the EIA screening opinion.</i>
2	All development shall accord with the terms of the SPZ travel plan.	<i>Reason: to ensure that all development accords with the terms of this plan.</i>
3	All buildings shall comply with the Design guidance as set out in Appendix 2 Hillington Park Design and Landscape Framework and Plan 3 Building Heights, unless otherwise agreed in writing with the planning authority.	<i>Reason: to ensure that the design and scale of buildings and the provision of landscaping respects their context and provides for biodiversity.</i>
4	For the avoidance of doubt, there shall be no retail sales from the Class 5 and 6 units in the SPZ area. Any ancillary trade sales should be no more than 20% of the ground floor area of the unit.	<i>Reason: To ensure that the main purpose of this business area is retained for industry and business uses</i>
5	Waste and recycling storage areas should be located away from principal frontages and screened from the road.	<i>Reason: to maintain and enhance the visual amenity of the area</i>
6	<b>Car and Cycle Parking</b>	
6.1	Parking shall be provided on the basis of a maximum of 3 spaces per 100 square metres gross floor area.	<i>Reason: to ensure that adequate parking provision is made while encouraging the use of public transport</i>
6.2	Provision shall be made in the design of the development for the parking of cycles. This provision shall be safe, sheltered and secure. The cycle parking shall be available for use before the development is occupied.	<i>Reason: To ensure that cycle parking is available for the users of the development and to reduce reliance on the private car.</i>
6.3	Car parking area(s) shall be permeable hardstanding with water attenuation, or similar, excluding loose material. Car parking spaces (each space measuring 2.5 x 5.0 metres) and aisles (6 metres wide) shall be clearly delineated on the ground. The car parking area(s) shall be available for use before the development/the part of the development served by the car parking in question, is occupied.	<i>Reason: To attenuate drainage from the site in the interest of flood control; to keep the road free of loose material in the interests of pedestrian and vehicular safety; and to ensure that car parking is available for the occupiers/users of the development.</i>
7	<b>Contamination</b>	

7.1	<p>In the event that any previously unidentified contamination is found at any time when carrying out the approved development, it shall be reported in writing to the planning authority within one week. A contaminated land investigation, including risk assessment and remediation strategy, shall then be carried out as required by the planning authority. The investigation shall be carried out in accordance with BS10175:2011 and Eurocode 7, Ground Gas measurements and assessment should be conducted according to CIRIA C 665. The approved remediation works shall then be carried out prior to the recommencement of development on the affected part of the site. On completion of the approved remediation works and prior to occupation of the development, a verification report confirming that the works have been carried out in accordance with the approved remediation strategy shall be submitted to and approved in writing by the planning authority.</p>	<p><i>Reason: to ensure that the ground is suitable for the proposed development.</i></p>
7.2	<p>If the development lies within the area identified as the Development High Risk Area published by The Coal Authority (SPZ Plan 6), a Coal Mining Risk Assessment or assessment of ground stability in relation to coal mining legacy must be carried out. Any necessary remediation works shall be implemented prior to the commencement of development construction. Confirmation of the required remediation and their implementation shall be submitted to the planning authority prior to the occupation of the development.</p>	<p><i>Reason: to ensure that the ground is suitable for the proposed development.</i></p>
8	<p><b>Highway and Access</b></p>	
8.1	<p>No work shall commence on the formation, alteration or re-configuration of the proposed junction on Hillington Road/Mossland Road (as generally shown on Drawing Number 120825/A/05) without the prior written approval of the Planning Authority. Fully detailed drawings of all proposed highway works for the SPZ Access Junction (between Hillington Road / Mossland Drive) shall be submitted for prior written approval and shall be developed in accordance with the design principles detailed in the Transport Assessment Appendix D (Drawing Number:120825/A/05). The scheme thereafter agreed shall be implemented in full and in the approved manner.</p>	<p><i>Reason: To ensure that the standard of junction layout complies with the current standards and to minimise interference with the safety and free flow of traffic on the road network</i></p>

8.2	No fences, walls or hedges more than 1 metre high which would affect driver visibility shall be erected within the visibility splay of a vehicular access.	<i>Reason: To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety</i>
9	<b>Building Heights and Bird Hazard Management</b>	
9.1	The maximum height of any development, including construction equipment shall not exceed 50.5 metres Above Ordnance Datum (AOD). Any development, including construction equipment that would exceed the heights above ground level specified in Appendix 1 Plan 3 Building Heights, will not comply with the terms of the Scheme and will require an application for planning permission.	<i>Reason: To ensure development does not penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport, impact on NATS En Route's infrastructure and to avoid endangering the safe movement of aircraft and the operation of the Airport.</i>
9.2	Any development that would create a roof area greater than 500 square metres with a roof pitch less than 15° shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of: <ul style="list-style-type: none"> <li>management of the roofs within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached.</li> </ul> The Bird Hazard Management Plan thereafter shall be fully implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan shall take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. [See Appendix 5 for an example of the a BHMP and Advice Notes]	<i>Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the area.</i>
9.3	Any development which would create areas of amenity planting/landscaping greater than 0.1 hectares shall not take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' and the SPZ Development Framework. These details shall include: <ul style="list-style-type: none"> <li>the species, number and spacing of trees and shrubs</li> </ul>	<i>Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.</i>

	<ul style="list-style-type: none"> <li>• details of any water features</li> <li>• drainage details including SUDS – Such schemes must comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) attached.</li> </ul> <p>No subsequent alterations to the landscaping scheme shall take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.</p>	
10	<p><b>Environment</b></p> <p>NB: All development should comply with the Design and Landscape Framework [Appendix 2]</p>	
10.1	<p>Before any work on the site is begun, a detailed plan which shows the location and details of a method of tree protection to comply with BS 5837:2012 “Trees in relation to design, demolition and construction” shall be drawn up by a qualified person. The necessary protection shall be in place prior to the commencement of any work on the site and shall be retained in place until completion of the development.</p>	<p><i>Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.</i></p>
11	<p><b>Drainage and Flooding</b></p>	
11.1	<p>Prior to the commencement of any development which either</p> <ol style="list-style-type: none"> <li>a) falls within development land or is solely accessed by land within the blue hatched areas shown on Plan 5 – Flood Risk Zones, or</li> <li>b) Proposes the formation of a Gross Internal Floor Area greater than 999 square metres,</li> </ol> <p>the developer shall provide further details for the written approval of the planning authority. These further details shall be developed and designed in accordance with the approved Flood Risk Assessment and Outline Drainage Impact Assessment (produced by REC April 2014) and Renfrewshire Council’s and Glasgow City Council’s Notes for Guidance on Drainage Assessment and Flood Risk Assessment. Where practicable, SuDS using infiltration drainage should be implemented in addition to the provision of attenuation measures to maximise source control and reduce the discharge rate and volume to the receiving networks. Thereafter the works shall proceed in accordance with the</p>	<p><i>Reason: To ensure adequate drainage within the SPZ area and to ensure suitable mitigation of potential future flooding events.</i></p>

	<p>approved further details.</p> <p>No development shall take place under the terms of the SPZ scheme within the red hatched areas as detailed in Plan 5 – Flood Risk Zones.</p>	
--	--	--

### Advisory Notes

Developers should note that compliance with the conditions does not remove the requirement to obtain all other statutory consents. Advisory notes detailed in pages 22 to 24 below are a reminder only.

#### SEPA

The applicant should consult with the Scottish Environment Protection Agency concerning proposed development, in respect of legislation administered by that organisation which is likely to affect proposed development.

The SEPA Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist the review process. It can be downloaded from [www.sepa.org.uk/flooding/planning\\_flooding/fra\\_checklist.aspx](http://www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx).

#### NATS

The applicant is advised that NATS should be consulted prior to the erection of a crane on site in order for the necessary assessments to be undertaken and the relevant notices to be issued to users.

#### Roads

If a new access onto a public road is being constructed, a section 56 application will be required under the Roads (Scotland) Act 1984, which will be determined by Glasgow City Council/Renfrewshire Council.

If a road requires to be stopped up, no work on the development shall begin until the solum of the street has been stopped up under the provisions of the Town and Country Planning (Scotland) Act 1997.

Vehicular access from a public road to the site should generally be taken via a dropped kerb footway crossing.

#### Land Ownership

The applicant is advised that the granting of planning permission through this Simplified Planning Zone does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build, or maintain, this approved development. Such consent should be obtained prior to the commencement of works on site.

## Advertisements

Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, will require an application for express consent.

## Coal Mining

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards include:

- Collapse of shallow coal mine workings.
- Collapse of, or risk of entry into, mine entries (shafts and adits).
- Gas emissions from coal mines including methane and carbon dioxide.
- Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide.
- Transmission of gases into adjacent properties from underground sources through ground fractures.
- Coal mining subsidence.
- Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out of their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

Potential hazards or impacts may not necessarily be confined to the development site, and applicants must take advice and introduce appropriate measures to address risks both within and beyond the development site. As an example the stabilisation of shallow coal workings by grouting may affect, block or divert underground pathways for water or gas.

In coal mining areas there is the potential for existing property and new development to be affected by mine gases, and this must be considered by each developer. Gas prevention measures must be adopted during construction where there is such a risk. The investigation of sites through drilling alone has the potential to displace underground gases or in certain situations may create carbon monoxide where air flush drilling is adopted.

Any intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes.

Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.



The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity, and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at [www.groundstability.com](http://www.groundstability.com)

### **Construction**

Construction and/or demolition work associated with development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.

Potential risk of dust impacts for the construction of each individual development should be determined as high, medium or low and, depending on the determined dust risk rating, specific mitigation measures to reduce potential impacts should be identified in accordance with the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction. These measures should then be implemented throughout the construction phase.

### **Drainage**

The applicant should consult Scottish Water in respect of legislation administered by that organisation which is likely to affect development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 2nd edition 2007. In line with Condition 6.3 and Condition 11.1 of this scheme where areas of hardstanding and SUDS utilise infiltration drainage suitable attenuation measures will be required.

The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.

### **Ecology**

Developers are reminded of their obligations under the provisions of the Wildlife and Countryside Act 1981 (as amended) and The Conservation (Natural Habitats, &c) Regulations 1994 (as amended in Scotland). This includes the requirements to undertake bat surveys prior to works that would affect trees and buildings, to undertake a breeding bird survey prior to any works that could affect vegetation during the bird breeding season, and to implement appropriate measures to control invasive species

## PART THREE

### OPERATION OF THE SPZ SCHEME

#### Pre-notification Requirements

3.1 Prior to the commencement of development under the provisions of the SPZ Scheme, it is the developer's responsibility to notify the local planning authority using the Pre-development notification form (Appendix 4).

3.2 On receipt of a duly completed pre-development notification form, the local planning authority will respond in writing within 10 working days to acknowledge the development proposal. Failure to respond in writing within this period, or to request further information (with specified reasons) will be deemed to mean that the pre-notification requirement has been fulfilled.

3.3 It is important that accurate information is provided on this form so that the local planning authorities can monitor the development activity and ensure that development is in accordance with the SPZ development parameters. Failure to provide accurate information may lead to enforcement action being taken by the local planning authority (further information on enforcement is provided in Part 4).

#### Scheme Compliance and Rights of Appeal

3.4 Should prospective developers require the local planning authority's formal confirmation that a proposed use or development is permitted by the SPZ Scheme, an application for a Certificate of Lawfulness is required together with the requisite application fee (Section 151 of the 1997 Act).

3.5 The local planning authority will endeavour to determine applications for a Certificate of Lawfulness in respect of the SPZ Scheme within 28 days.

3.6 If the application is refused, the applicant will have the normal rights of appeal.

#### Monitoring and Reporting Arrangements

3.7 For the SPZ Scheme to work efficiently, for outcomes to be measured and for it to achieve its primary objective of encouraging sustainable economic development, it is important that the Renfrewshire Council and Glasgow City Council are able to monitor the development activity. Using the information received through the pre-development notification process and the commencement and completion of development forms (appendix 4), and any other appropriate means of monitoring development, the local planning authorities will endeavour to jointly publish an annual report providing a summary of the approved development.

## **PART FOUR**

### **MISCELLANEOUS INFORMATION**

#### **The General Permitted Development Order**

4.1 This SPZ Scheme does not affect the provisions of the Town and Country Planning (General Permitted Development) Order (Scotland) 1992 (as amended) or its replacement.

#### **Proposals outside of the provisions of the SPZ Scheme**

4.2 On occasion there may be proposals that may be considered acceptable but fall outside of the provisions of the Scheme. Proposals falling outside of the SPZ scheme will be considered by way of a planning application and determined under the development plan.

#### **Environmental Impact Assessment**

4.3 Under Regulation 20, and as explained in Circular 18/1995, EIA development is explicitly excluded from SPZ Schemes. The Hillington Park SPZ has been subject to screening in accordance with Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011. Glasgow City Council and Renfrewshire Council have determined that the development permitted by the SPZ Scheme does not constitute EIA development under the definitions of the regulations.

#### **Compliance with other legislation**

4.4 The SPZ Scheme relates only to planning permission. It is the developer's responsibility to ensure compliance with all other relevant legislation and requisite fees. For example, separate approval will be required from the local authority for, if applicable, advertisement consent, building warrants, and roads construction consents or similar.

#### **Legal agreement**

4.5 Alongside the SPZ scheme, a legal agreement will be entered into between the local authorities and MEPC regarding the delivery of a package of sustainable transport initiatives. This agreement includes a series of trigger points requiring payments to be made before certain development can proceed.

#### **Signage and advertisements**

4.6 Hillington Park is home to around 500 organisations. At the time of the adoption of the SPZ Scheme, there is a largely ad hoc approach to signage and advertisements, which has a negative impact of the legibility and identity of the park.

It is the intention of the local authorities, working with MEPC, to introduce a more standardised approach to signage throughout the SPZ's operational period.

4.7 Proposals for signs and advertisements, unless having deemed consent, will require approval under the terms of the Town and Country Planning (Control of Advertisement) (Scotland) Regulations 1984 (as amended) or its replacement.

### Enforcement

4.8 If the local planning authority considers that a development is in breach of the provisions of the SPZ Scheme, or other planning permission, the planning authority may take enforcement action. This action is undertaken at the discretion of the planning authority. In accordance with normal procedures, developers of suspected breaches will usually be notified before commencing formal action, and compliance sought through voluntary agreement. For further guidance, see Renfrewshire Council Planning Enforcement Charter September 2011 and Glasgow City Council Planning Enforcement Charter 2012.

4.9 When in receipt of pre-development notification for a proposed development, the local planning authority will endeavour, where it deems necessary, to informally alert the developer to potential non-compliance. Formal approval of development proposals will, however, require an application for a certificate of lawfulness (see paragraph 3.4).

### Alteration of the SPZ Scheme

4.10 Glasgow City Council and Renfrewshire Council intend that the SPZ Scheme will remain unaltered for the entirety of its period of operation (10 years). Under the provisions of Section 53 of the 1997 Act, however, the authorities have the right to propose alterations to the Scheme including to add to, remove or otherwise alter the planning controls. In accordance with the regulations, alterations will be subject to further public consultation and will only come into effect 12 months from the date of adoption of the changes.

### Contact information

4.11 Developers may wish to contact the local authority in relation to proposals under this SPZ Scheme:

Organisation	Contact details
Renfrewshire Council	Director of Development and Housing Services Renfrewshire Council Cotton Street, Paisley, PA1 1LL <a href="mailto:dc@renfrewshire.gov.uk">dc@renfrewshire.gov.uk</a>
Glasgow City Council	Director of Development and Regeneration Services Glasgow City Council 231 George Street, Glasgow, G1 1RX <a href="mailto:planning.representations@glasgow.gov.uk">planning.representations@glasgow.gov.uk</a>

## APPENDIX 1

### SPZ SCHEME PLANS

Plan 1: SPZ area.

Plan 2: SPZ zones.

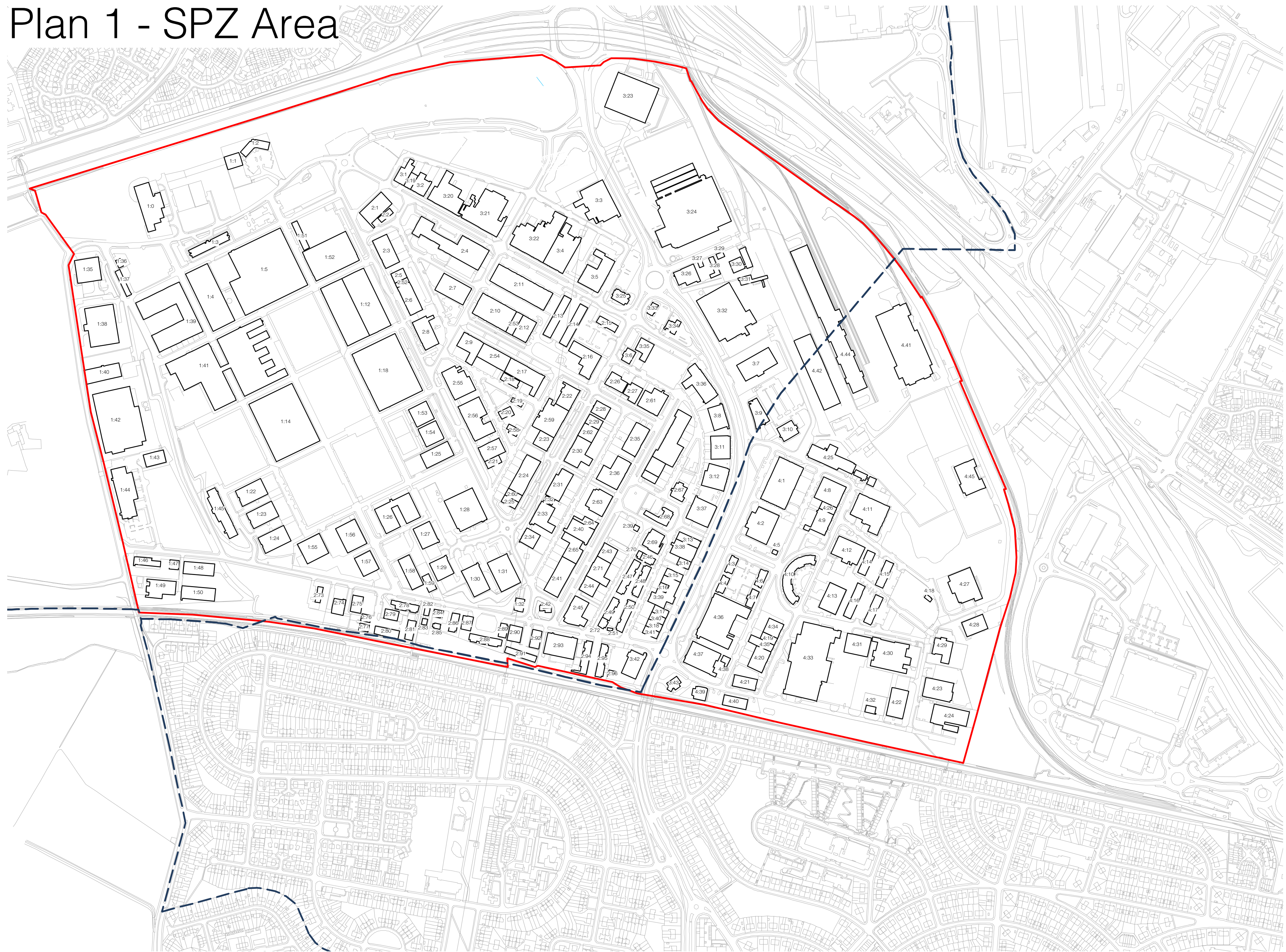
Plan 3: Building heights.

Plan 4: Indicative spatial framework.




Plan 5: Flood risk zones.

Plan 6: Coal Mining Risk Assessment Area.

# Plan 1 - SPZ Area



Key

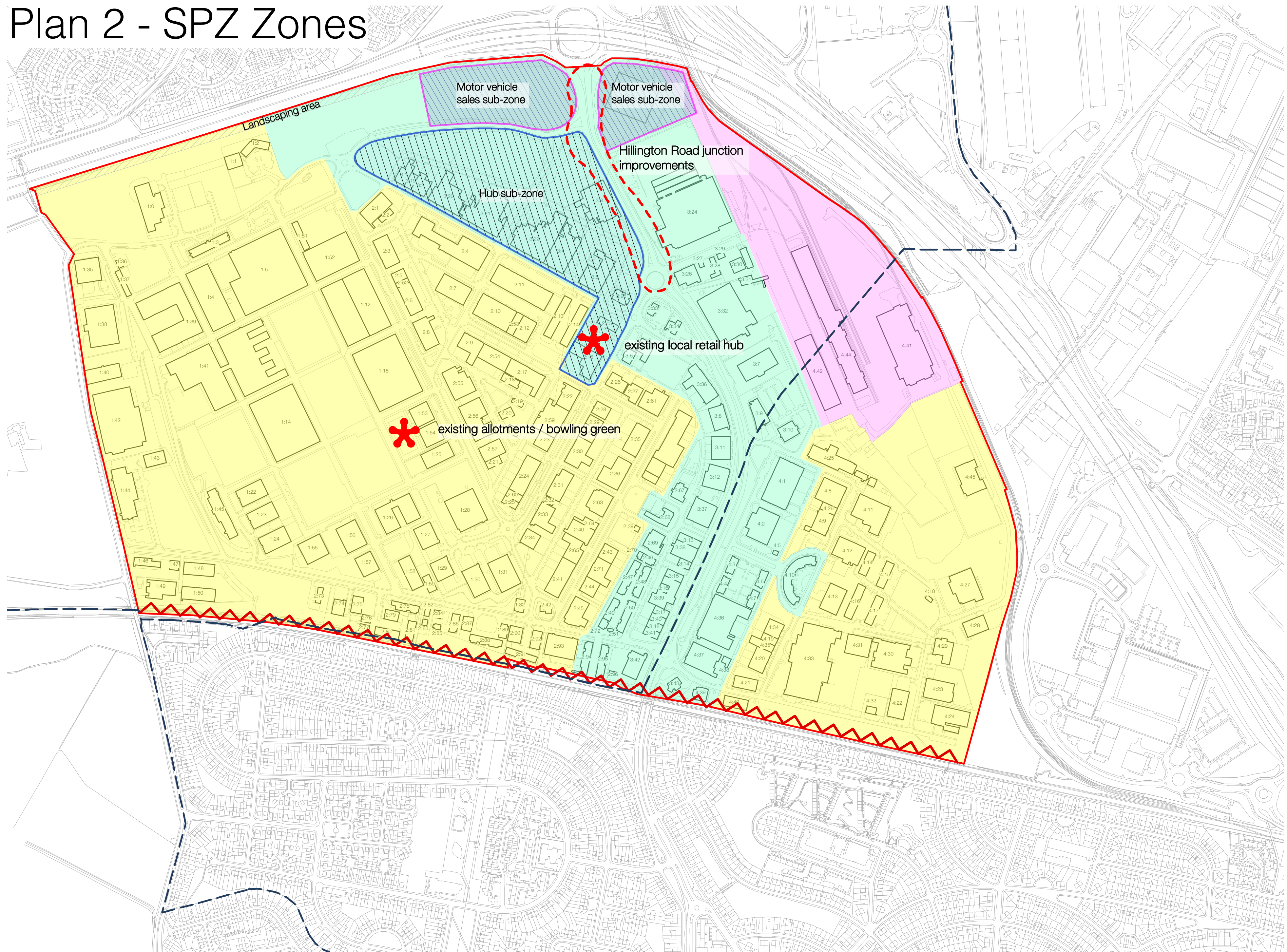
-  SPZ Boundary
-  Existing Buildings
-  Local Authority Boundary

Based upon the 2012 Ordnance Survey Mastermap vector data with the permission of the Ordnance Survey on behalf of Her Majesty's Stationary Office. © Crown copyright, Terence O'Rourke Ltd. Licence No. AL100017826 & 100019980.

Hillington Park  
SPZ Area  
199304-SK 1000  
1:5000A2  
March 2014

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Planning | Design | Environment  
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# Plan 2 - SPZ Zones



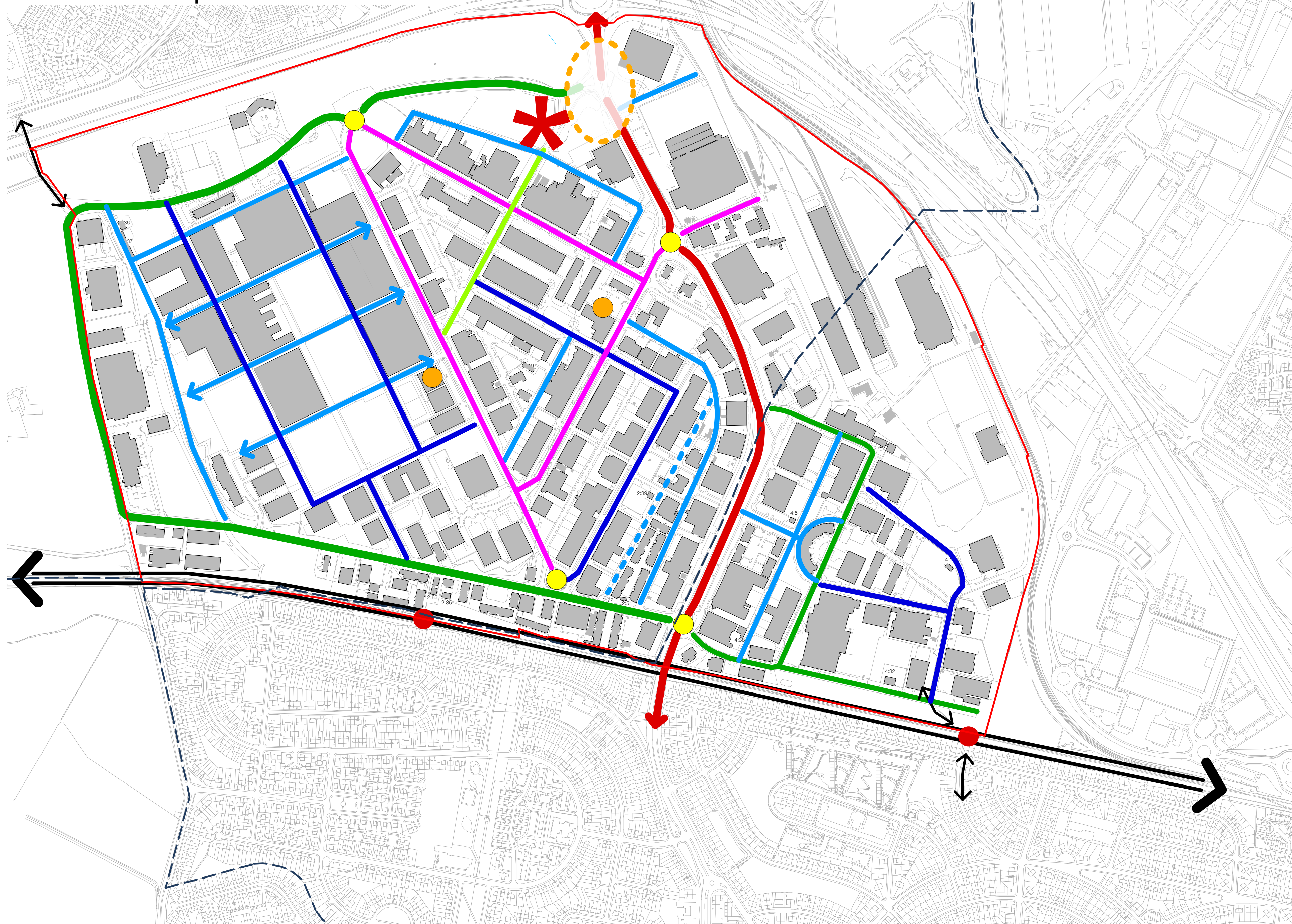
- Key
- A core business / employment areas
  - B mixed use gateway zone
  - C Deanside freight safeguarded zone
  - Local Authority Boundary
  - No Build Zone (5 metres from Network Rail boundary)

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# Plan 4 - Spatial Network



- KEY**
- █ Hillington Road Spine
  - █ Outer Primary routes
  - █ Inner Primary routes
  - █ Secondary routes
  - █ Inner Grain
  - - - Indicative opportunity for road realignments
  - █ Enhanced pedestrian linkage to connect new Hub to Leisure Facility
  - Existing mixed-use hubs
  - Existing and enhanced nodes
  - Main line railway station
  - ★ New mixed-use hub area
  - - - - Area for potential junction improvement
  - Pedestrian linkages
  - - - Local Authority Boundary


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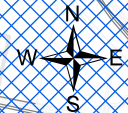
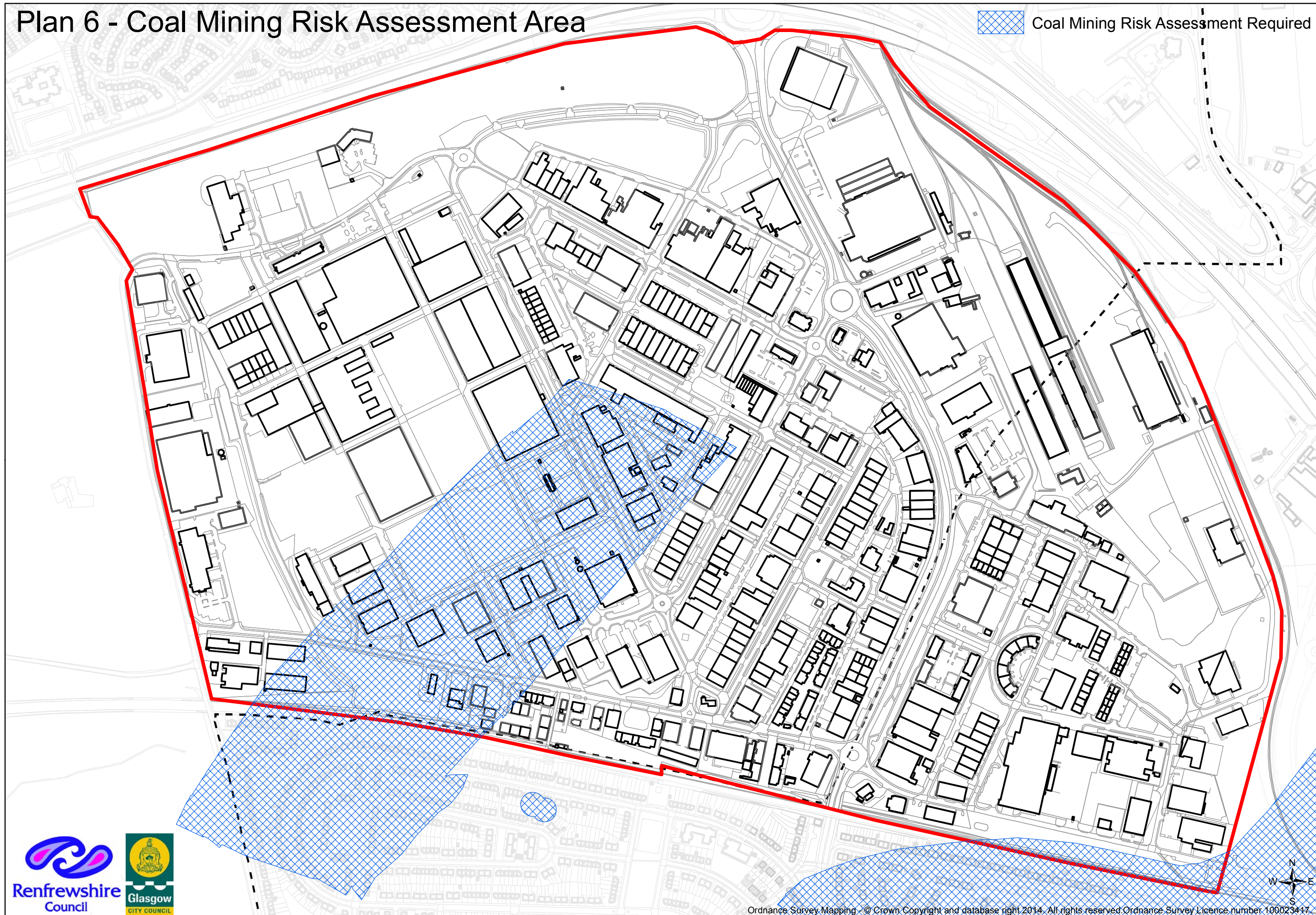
Hillington Park  
Spatial Network  
199304-SK 1003  
1:50008A2  
March 2014

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# Plan 6 - Coal Mining Risk Assessment Area

 Coal Mining Risk Assessment Required



## APPENDIX 2

### HILLINGTON PARK SPZ DESIGN AND LANDSCAPE FRAMEWORK

The Design and Landscape Framework for Hillington Park sets out criteria, parameters and guidance to deliver a successful place, that is locally distinctive, well designed, interconnected, accessible, a place of diversity, opportunity and a place to invest.

This Framework is designed as a working tool for developers to achieve a high quality built environment that integrates well with the established character areas, pedestrian and transport corridors as well as complementing recent developments in Hillington Park. The Design and Landscape Framework will support the continued delivery of new and expanding developments. It sets standards on landscaping, layout and design to foster a dynamic business and commercially attractive environment that can offer many opportunities for economic growth as well as reinforce a strong identity for Hillington Park.

This framework should be read alongside the SPZ scheme, with particular attention to its planning conditions.

#### How to use the Design and Landscape Framework

**All developments must be considered against the criteria/parameters/guidance in this Design and Landscape Framework to ensure that the vision for the SPZ scheme can be implemented and maintained.**

The Design and Landscape Framework is divided into sections and sets out the following:

- **Placemaking Principles** – A design-led approach for the entire SPZ area;
- **Design and Landscape Framework Concept** – General guidance that covers the entire SPZ area;
- **Character Zones** – Specific guidance for the key frontage area along the M8 Motorway and the main transport corridor along Hillington Road;
- **Public Realm** – Outlines design elements for public spaces and access corridors;
- **Landscape Framework** – General landscaping considerations for the entire SPZ area;
- **Sustainability Principles** – General guidance on renewable and low carbon technologies.

The Design and Landscape Framework will be considered in conjunction with the Building Heights Plan (Plan 3, Appendix 1) and the Spatial Network Plan (Plan 4, Appendix 1) which aid the understanding of the key elements expressed in this framework.

It is the developer's responsibility to ensure compliance with planning conditions, advisory notes, other permissions and licences as well as demonstrating consideration of the Design and Landscape Framework. The local authority may take enforcement action if development activity in the SPZ area is not compliant.

### **Placemaking Principles**

Positive placemaking creates successful places with a high quality environment that is diverse and can support a mix of compatible uses as well as being able to adapt to accommodate future uses.

The Development Framework establishes the scope and parameters for future development and is focussed on delivering the following:

- A high quality strategic investment location for a range of business and commercial opportunities;
- Provide a high quality business park that provides an attractive, sustainable environment for people to work and socialise;
- Achieve a mixed-use location which consists of a variety of quality, medium and low density business and commercial buildings;
- Encourages the use of walking, cycling and public transport providing good linkages through Hillington Park with attractive landscaping providing green routes that create a sense of place and identity.

## Design and Landscape Framework Concept for Hillington Park SPZ

The vision of the Design and Landscape Framework is to establish a strategy that will ensure a high quality built environment with a co-ordinated set of design principles. This section sets out a framework which is applicable across the entire SPZ area (refer to Plan 1, Appendix 1).

The following criteria are to be considered in relation to **all developments** within the SPZ area:

### Layout

- The position of new or extended buildings should respect existing building lines or establish new strongly defined building lines in areas of comprehensive redevelopment, adhere to the existing built form and reflect the siting, density and external appearance of the surrounding buildings;
- The layout and positioning of new or extended buildings should allow for future development and be compatible with existing uses so as not to cause any unacceptable environmental impacts including loss of amenity or adverse effects on neighbouring properties in terms of the use, scale, noise, smell, traffic, hours of operation, vibration, dust or other general disturbance;
- Provision will be made for landscaping, screening and servicing;
- Service yards, parking, refuse and storage space will be, where possible, located out of sight of surrounding roads or screened from view;
- Parking provision must meet the maximum standards of 3 spaces per 100 sqm as set by both Glasgow and Renfrewshire Councils;
- Car parking areas will be designed to ensure that they are softened by landscaping but are also visible from the buildings to ensure security and safety;
- Boundary treatment as a means of enclosure can be erected up to 3.0 metres in height under the SPZ consent provided they are not to the front /street elevation of the building and comply with Condition 8.2 within the SPZ scheme;
- The development will not result in additional discharge of surface water;
- Developments should maximise the amount of permeable surfaces with suitable water attenuation measures to minimise surface water run-off;
- Where additional flood prevention mechanisms are required, there should be consideration of soft/natural mechanisms which can be integrated into the layout of the site/development;
- New developments will, where possible, ensure access to or connect to walking, cycling and public transport routes.

The following criteria are to be considered in relation to **all developments** within the SPZ area:

### **Building Design**

- Buildings will be designed to face the street with main entrances to the buildings visible from the road and adjoining footways;
- All building/structure heights (other than boundary treatments which will comply with the layout criteria) will comply with the Building Height Plan (Plan 3, Appendix 1);
- Roofscapes should be of simple design to ensure consistency of ridge lines and heights throughout;
- The position of chimneys, flues or other external plant and equipment should be located at the least visible locations/positions, screened from view and should not protrude anymore than 1 metre above the roofline;
- All developments will, wherever feasible, consider incorporating renewable or low carbon technology into the building design or layout.

## Character Zones – Hillington Frontage - M8 Gateway & Hillington Road Corridor

Zone B is identified as an area of high quality business and commercial development with an emphasis on good, innovative design, with a use of materials and glazing that improves the overall appearance and vitality of Hillington Park from the main public thoroughfares as well a high quality green framework and landscape setting.

The following criteria are to be considered in relation to **all developments** within the area identified as B – Mixed Use Gateway Zone, Plan 2 - SPZ zone:

### Layout

- Buildings that are on the Hillington M8 frontage or are adjacent to Hillington Road require a strong frontage which are defined by a landscaped area to give the appearance of a liner parkway;
- Boundary walls and fencing along the frontage of developments must not exceed 1.2 metres in height (subject to compliance with condition 8.2) and should be of a material and design appropriate for this character zone:

### Building Design

- The use of distinctive building designs, roofscapes, high quality materials with at least 50% of the frontage glazed is encouraged on the buildings along the M8 and Hillington Road frontage;

### Landscaping

- High quality landscaping and tree planting, including semi mature trees, a mix of shrubs, hedges and grass will be required in landscaping schemes;
- Landscaping fronting the road requires to incorporate a planting and landscaping strip to a minimum of 3.0metres depth;
- A landscape buffer of a minimum of 15.0 metres will be implemented and retained adjacent to the M8 Motorway (as shown on Plan 2, Appendix 1), this will include areas of amenity grassland and wild grasses, with appropriate tree and shrub planting, and water attenuation, to provide an attractive setting to the business park.



## Landscape Framework

Green spaces, landscaping, trees and other planting are valuable elements of a place. They can enhance the economic value of a place and add to the quality of a development. Landscaping plays a fundamental role in shaping the character and identity of Hillington Park, although it can become vulnerable or lost through inappropriate development.

Hillington Park is characterised by pockets and avenues of green spaces and the Design and Landscape Framework for the SPZ scheme aims to ensure that by promoting good quality development that these green spaces and corridors will be protected, enhanced and integrated as a key feature of the business park.

The following criteria are to be considered in relation to **all developments** within the SPZ area:

- Planting of appropriate trees and landscaping will be an integral part of a new development;
- Landscaping should incorporate a mix of dense ground cover, shrub planting and well proportioned tree species;
- Existing trees will be retained where they do not affect the delivery of new development. Where trees do require to be removed they will be replaced with equivalent species and size within the development plot;
- Trees should be planted a minimum 2.0 metres back from a road and 1.0 metre from a footway/footpath and not obscure visibility splays at road junctions and roundabouts;
- Berry/fruit bearing planting (trees and shrubs) is limited to a maximum of 5% of the total planting. Planting of broad leaved native species is encouraged;
- Large growing tree species should not be planted within 5.0 metres of any building;
- Protecting and management of existing and new trees and landscaping will be required for a minimum of 5 years to ensure they are successfully established, and in accordance with good horticultural practice;
- Trees and landscaping shall not obscure directional signs or obstruct street lighting,
- Incorporation of trees and landscaping within and around car parking or areas of hardstanding is encouraged to visually soften the development;
- Incorporation of trees and landscaping at Hillington East and West train stations is encouraged to enhance these gateways to Hillington Park, however, any planting in close proximity to these stations should avoid deciduous species;
- Areas of planting that are more than 0.1 hectares in size will require the submission of a Landscape Scheme in accordance with the SPZ condition 9.3.

## **Public Realm**

The public realm is defined as all areas with public access. The existing areas of public realm play a key role at Hillington and the intention is to enhance and add to these spaces to improve the business environment.

Elements such as street lighting, paving, landscaping and street furniture should have a unifying theme throughout the SPZ area. The use of modern material which reflects quality and durability, whilst being economical should be used. Green spaces should have materials which are suitable for the urban surroundings.

It is important that all areas of public realm incorporate good visibility for pedestrian and cycle routes and that planting is set back a sufficient distance from these routes to ensure good highway visibility.

## **Sustainability Principles**

Good, careful design at the outset will minimise the total energy demand for the lifetime of a development and encourage better standards of energy efficiency. Design considerations for a development will help to increase the efficiency of energy and water use. Siting of developments, their orientation and design should be considered to help reduce the energy demand of new buildings in addition to the buildings standards energy requirements. Opportunities for including an element of on-site renewable energy generation and water recycling will be encouraged, where it will be in accordance with the development parameters and this Design and Landscape Framework.



## **APPENDIX 3**

### **HILLINGTON PARK TRANSPORT DESIGN GUIDANCE**

**MEPC**

**Project Hillington  
Hillington Park**

**Transport Design Guidance**

**May 2014**

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	<b>Key Reference Documents .....</b>	<b>2</b>
<b>2</b>	<b>PLACE AND MOVEMENT HIERARCHY .....</b>	<b>3</b>
	<b>Place Hierarchy .....</b>	<b>3</b>
	<b>User Hierarchy .....</b>	<b>4</b>
	<b>Movement Hierarchy .....</b>	<b>4</b>
<b>3</b>	<b>STREET WIDTHS .....</b>	<b>6</b>
<b>4</b>	<b>SPEED LIMIT.....</b>	<b>7</b>
<b>5</b>	<b>HIGHWAY VISIBILITY .....</b>	<b>8</b>
<b>6</b>	<b>JUNCTION SPACING .....</b>	<b>9</b>
<b>7</b>	<b>PEDESTRIANS AND CYCLISTS PROVISION.....</b>	<b>10</b>
<b>8</b>	<b>CAR PARKING .....</b>	<b>11</b>

# 1 INTRODUCTION

- 1.1 The modernisation of Hillington Park will generate employment and amenity growth in the context of an increasingly vital and active environment.
- 1.2 As an industrial site, Hillington Park already focusses on the movement of vehicles, both cars and HGVs. Post modernisation, there will be a more equal balance between Placemaking and Movement, where Placemaking means providing an environment for social interaction and of sufficient pedestrian scale to encourage greater walking and cycling.
- 1.3 The masterplan for the site includes a Hub, providing shops and leisure facilities for the express purpose of containing daytime activity within the site. By design it encourages greater use of the two railway stations, and movement around the site by foot, cycle or where possible public transport of whatever type.
- 1.4 This guide has been produced to provide advice to prospective Hillington Park developers and occupiers on highway geometry. It can be assumed that Renfrewshire and Glasgow Council accept this guidance, and that schemes implemented in accord with this guidance are acceptable to both authorities.
- 1.5 This guidance does not require a standards based approach to design. Rather it provides a framework which is a guide to development. It refers to the **Key Reference Documents** where necessary. Designers are encouraged to consider a design led approach in the context of the ethos for the site including ensuring the correct balance between place and movement.
- 1.6 The status of this document means that any development which accords with the minimum guidance is acceptable and does not need to be approved by the Local Planning Authority (LPA). If any development departs from this guidance but is in accordance with other local adopted guidance at that time then this does not need to be approved by the LPA. However, if the developer cannot achieve the minimum standards then they will be required to seek specific approval from the LPA.
- 1.7 In relation to any new accesses, the Simplified Planning Zone (SPZ) allows permission for the principle of new accesses across Hillington Park, where new accesses are required, but the

detailed design of the access will need approval under Section 56 of the Roads (Scotland) Act 1984.

## **Key Reference Documents**

- 1.8 Suitable guidance already exists. This document does not intend to cut across or contradict that guidance. This established advice should be considered the basis for the design of new and improved elements of Hillington Park. This is contained within:
- Manual for Streets (1 and 2), or the most recent successor of these documents;
  - The National Roads Development Guide, or its most recent successor;
  - Designing Streets, or its most recent successor.
- 1.9 The advice that follows clarifies the way in which this guidance can be applied to Hillington Park. The LPA may, with good reason, adapt this guidance at its discretion from time to time.

## 2 PLACE AND MOVEMENT HIERARCHY

### Place Hierarchy

2.1 The balance between place and movement changes with location. **Plan 1** describes the areas with the site, and **Table 1** gives a description of these character areas.

**Plan 1 – Character Areas within Hillington Park**



**Table 1 – Description of Character Areas**

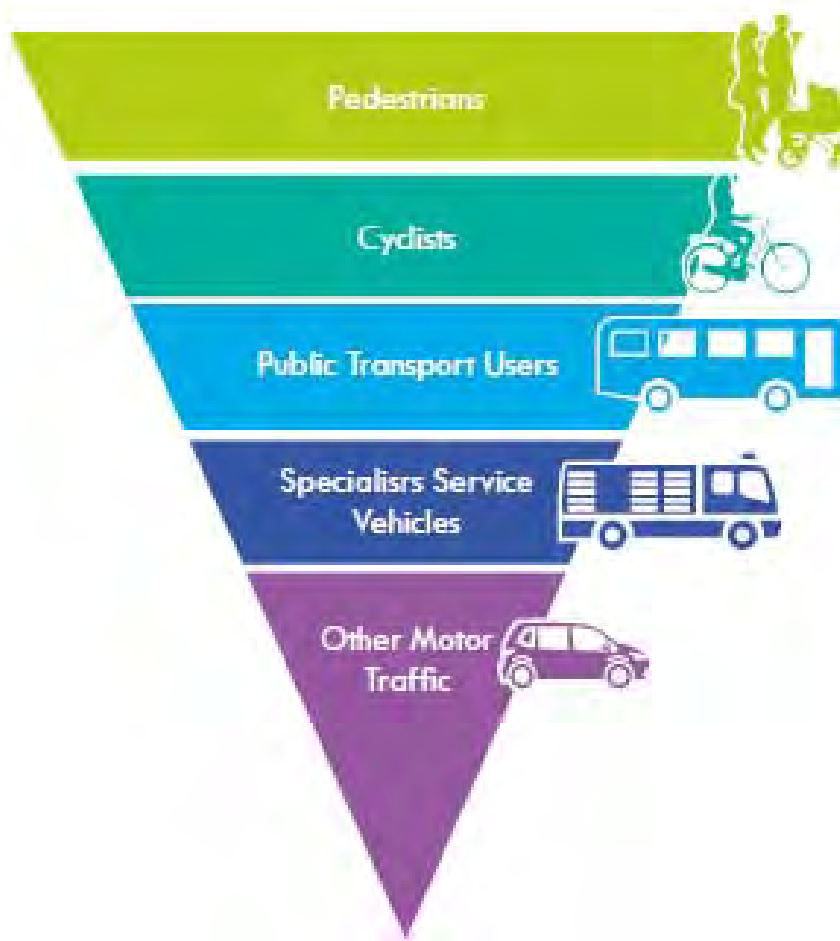
Zone	Name	Description
A	Core Business / Employment Zone	This zone covers the majority of the site – the large scale grid block formed during the Roll-Royce era, the original central smaller scale terraced units set along a network of streets and avenues and to the east of Hillington Road behind the front line plots a varied mix of industrial / commercial units.
B	Mixed Use – Gateway Zone	This zone is the ‘shop window’ for Hillington Park. It is the public interface with the park and the gateway to Hillington from the motorway junction. This zone is the focus for complementary uses to help the modernisation of the estate to better meet 21st century business needs.
C	Deanside Freight Safeguarded Zone	This zone is currently a disconnected part of the park due to its specific current use. Arterial roads within the eastern sector provide connectivity to the rail freight area. The SPZ safeguards this area for existing and future freight uses in line with local planning policy.



## User Hierarchy

- 2.2 The balance between place and movement changes with location however the user hierarchy remains the same and at all times on Hillington Park pedestrians and cyclists should be a primary consideration in the design of the park.
- 2.3 Across the site all streets will be designed according to the user hierarchy shown below.

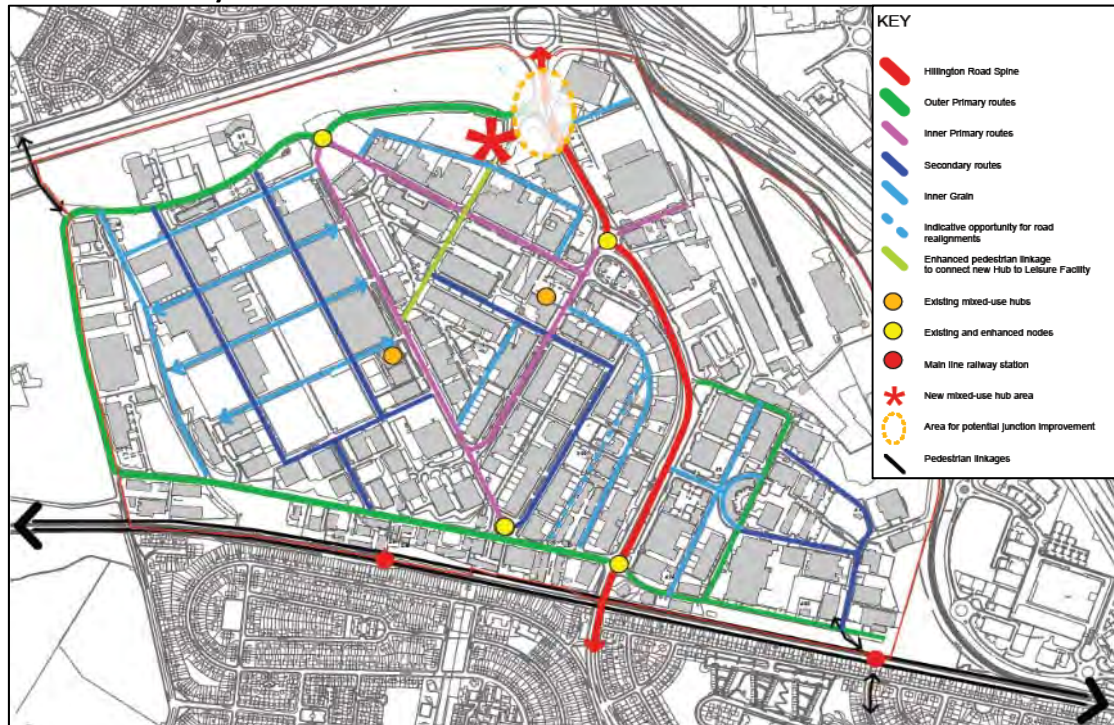
### Plan 2 - Design Hierarchy



## Movement Hierarchy

- 2.4 **Plan 3** shows the types of street within Hillington Park and these are described in **Table 2**.

### Plan 3 – Hierarchy of Streets



**Table 2 – Description of Street Hierarchy**

Road Type	Name	Description
<b>Spine Road</b>	Hillington Road	Main road through Hillington Park which provides strategic access to the M8 at Junction 26 and south into Glasgow
<b>Outer Primary Streets</b>	Queen Elizabeth Road Penilee Road Mossland Drive Carnegie Road Colquhoun Avenue Ainslie Road	Streets around the perimeter of Hillington Park which provide access from the main external roads for movement of all modes including Heavy Goods Vehicles and Public Transport.
<b>Inner Primary Streets</b>	Earl Haig Road Kelvin Avenue Montrose Avenue Deanside Road Huntly Road*	These streets are the key routes within Hillington Park which provide access to from key development plots by all modes of transport including Heavy Goods Vehicles and Public Transport. The inner routes have higher levels of pedestrian activity and should be designed at a pedestrian scale to prioritise non-vehicular movement and increase safety within the park.  *Huntly Road is a departure from the standard inner primary street as it will become a key desire line for pedestrians and cyclists once the Hub is developed.
<b>Secondary Routes</b>	Carlyle Avenue Watt Road Johnstone Avenue Nasmyth Road Hepburn Road Buccleuch Avenue Cameron Street New Streets within Rolls Royce Site	These streets are access routes to individual plots but are likely to be used by larger vehicles and are to be designed to prioritise pedestrians and cyclists.
<b>Inner Grain</b>	All other streets	The inner routes have higher levels of pedestrian activity and should be designed at a pedestrian scale to priorities non-vehicular movement and increase safety within the park.

### 3 STREET WIDTHS

- 3.1 The aim is to minimise carriageway width where there will be a significant pedestrian movement. Minimising width will minimise intimidation and contribute to a pedestrian scale.
- 3.2 However, roads need to be functional and contribute to the convenience of business movement.
- 3.3 **Table 3** sets out guidance on minimum carriageway widths for road types for the general areas with the Park.

**Table 3 – Minimum Carriageway Widths of New Roads**

Road Type	Minimum Street Widths
Spine Road	Existing width (no change)
Outer Primary Streets	6.5m
Inner Primary Streets	6.5m
Secondary Routes	6.0m
Inner Grain	5.5m

- 3.4 Roads may need to be widened on bends and corners to accommodate the large vehicles associated with industrial activity. Design in accordance with swept path plots will provide for this. Depending on the road purpose, it may be reasonable for larger vehicles to encroach on the opposite carriageway on bends and at junctions, and designing in this way helps to minimise carriageway space.
- 3.5 There will be exceptions to the minimum carriageway widths as shown in **Table 4** below.

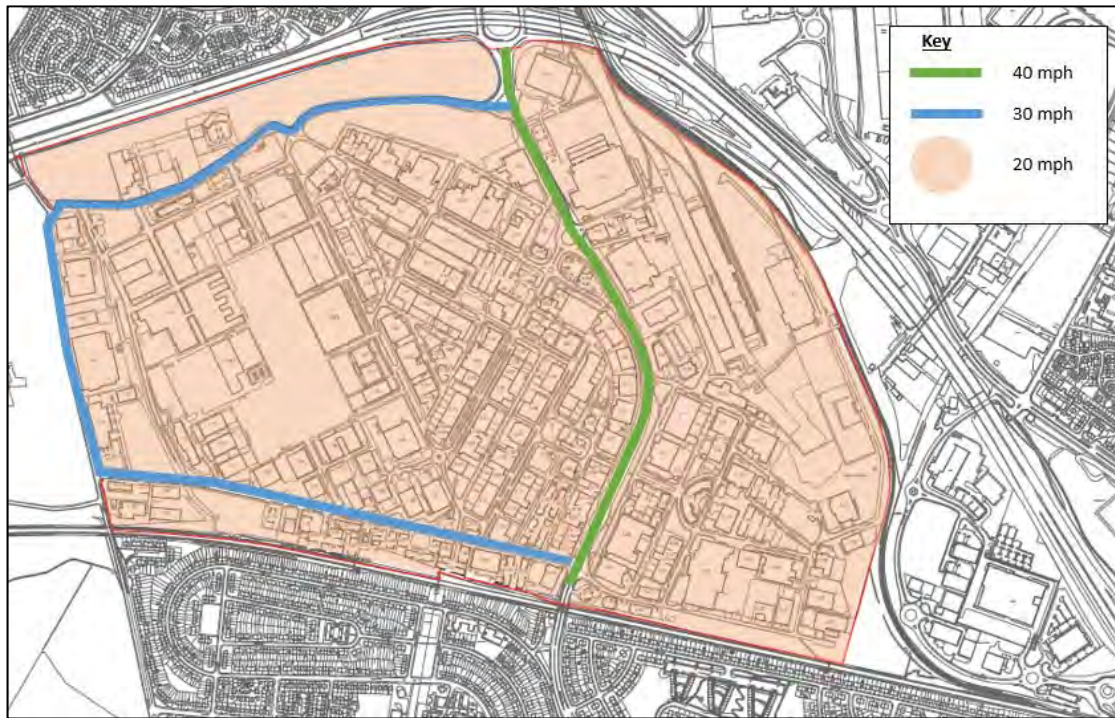
**Table 4 – Guidance on Exceptions**

Reference	Exception
1	Road width minimums as shown in <b>Table 3</b> are appropriate but in some individual circumstances there may be potential to reduce the widths (although this will have to be agreed with the appropriate authority)
2	Minimum widths are appropriate but when plots are developed the nature of development should be considered
3	At all junctions and turning areas road widths should be widened and the design should be checked using swept path analysis to ensure vehicles do not overrun the footpaths. In areas where overruns are possible then design solutions should be provided.
4	On roads with dedicated on street cycle paths the carriageway should be wider than the minimums identified above

## 4 SPEED LIMIT

4.1 **Plan 4** shows the speed limits that are proposed to apply within the Park, and on which road design and forward visibility are based.

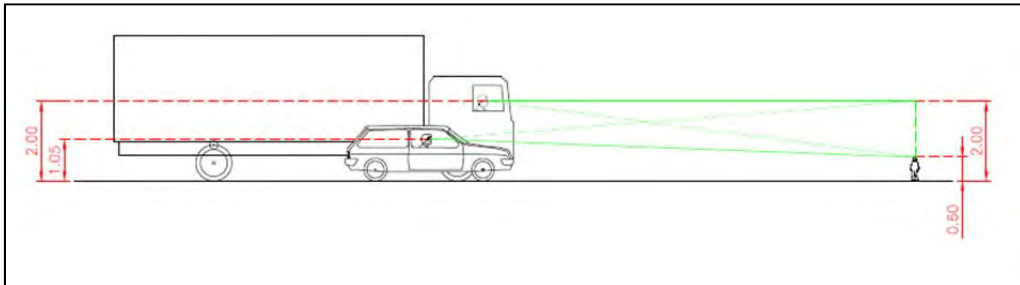
**Plan 4 – Proposed Speed Limits within Hillington Park**



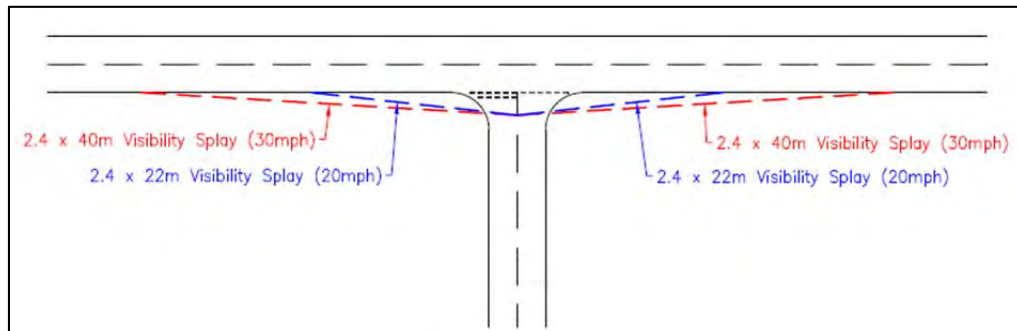
## 5 HIGHWAY VISIBILITY

5.1 Vertical visibility, forward visibility, and visibility at junctions, will be in accord with **Plan 5, 6 and 7** respectively.

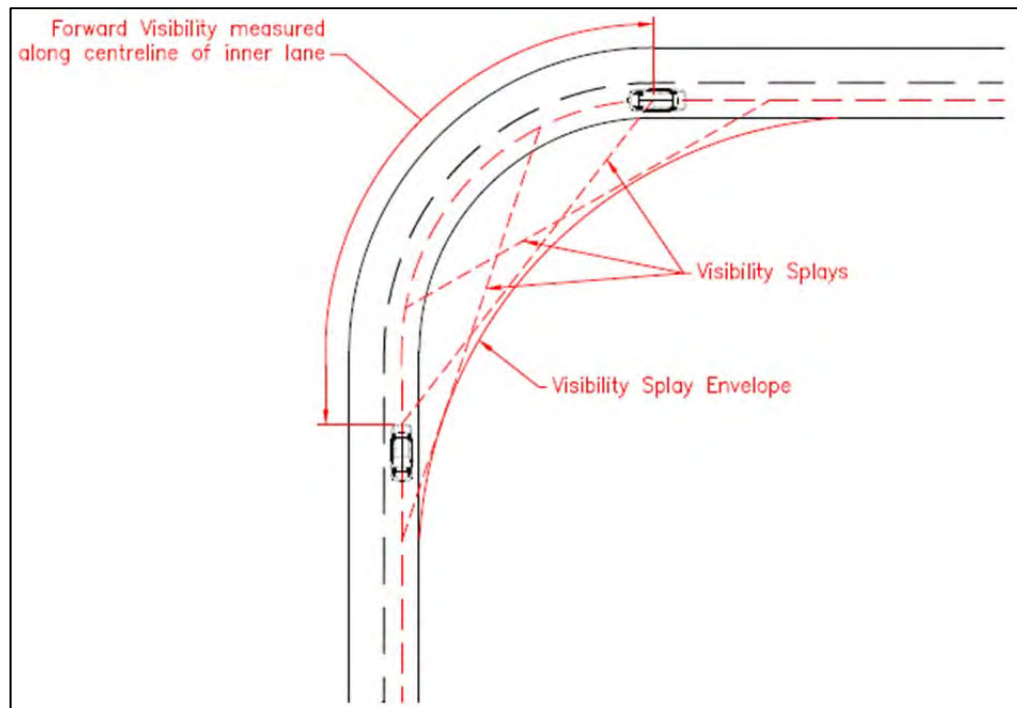
**Plan 5 – Cross Section of Vertical Visibility Envelope**



**Plan 6 – Visibility Splays**



**Plan 7 – Forward Visibility**



## 6 JUNCTION SPACING

- 6.1 On the Spine Road and Outer Primary Streets, the number of junctions will be limited in the interests of prioritising movement. Away from these two streets, there is less restriction on number of junctions, or junction spacing.
- 6.2 The need for new junctions will need to consider a range of factors such as need for access, impact of that access, interaction between junctions and the effect on road safety and user delay.
- 6.3 In relation to any new accesses, the SPZ allows permission for the principle of new accesses across Hillington Park, where new accesses are required, but the detailed design of the access will need approval under Section 56 of the Roads (Scotland) Act 1984.
- 6.4 **Table 5** provides guidance on junction or access spacing per area and is based on the visibility spays shown at **Plan 6**.

**Table 5 – Junction Spacing**

Road Type	Guidance
Spine Road	New Junctions will only be allowed through consultation with the Local Highways Authority
Outer Primary Streets	Minimum 40m
Inner Primary Streets	Minimum 22m
Secondary Routes	Minimum 22m
Inner Grain	Minimum 22m

- 6.5 It should be noted that any departures from the minimum junction spacing shown in **Table 5** above will be allowed as long as the developer accords with the guidance in the Key Reference Documents. If the developer is not able to accord with either the guidance in **Table 5** or the Key Reference Documents then they will be required to reach agreement with the LPA.

## **7 PEDESTRIANS AND CYCLISTS PROVISION**

- 7.1 There is no reason why cyclists should not share both road carriageways and pedestrian routes.
- 7.2 New routes for pedestrians and cyclists will be a minimum of 3.0m wide in bound surface.
- 7.3 All new buildings should provide secure and weather protected cycle parking at least in accord with the guidance documents.
- 7.4 The occupants of new buildings should provide for showering facilities for cyclists and pedestrians and storage facilities for cycle equipment. These facilities do not necessarily need to be within the occupied building, but they do need to be within attractive reach by foot from the building.

## **8 CAR PARKING**

- 8.1 Car parking should be within the maximum standard of 3 spaces per 100 sqm of floorspace.



## APPENDIX 4

### Hillington Park Simplified Planning Zone 2014 Pre-development notification form

#### Notes for developers

By submitting this form you are notifying the local planning authority (Renfrewshire Council or Glasgow City Council) that you intend to carry out works that constitute permitted development under the Hillington Park Simplified Planning Zone (SPZ) Scheme.

Completion of this form is a mandatory requirement if development is undertaken under the provisions of the SPZ scheme. It is essential that the local planning authority maintains an accurate record of the development activity so that the terms of the SPZ are not exceeded.

To check which local planning authority area your proposal is located in please refer to the SPZ Plan, Appendix 1.

On receipt of this form, the local planning authority will acknowledge within 10 working days to the agent or developer if no agent is specified.

Acknowledgement of the form does not constitute the local planning authority's confirmation that the proposal is compliant with the SPZ. Developers requiring a formal decision from the local planning authority about the proposal's compliance with the SPZ must apply for a certificate of lawfulness of proposed use or development under section 151 of Town and Country Planning (Scotland) Act 1997.

Please complete this form and return to the local planning authority together with the following minimum information:

- Site plan (scale 1:1250 or 1:2500)
- Block plan (1:500 or 1:200)

All measurements should be provided in metric and floor areas specified as gross internal area (GIA) unless the proposal is for motor vehicle sales (gross display area) or a leisure use (gross external area) as specified within the SPZ Scheme.

The completed form and plans should be sent by post/e-mail to:

Director of Development and Housing  
Services  
Renfrewshire Council  
Cotton Street, Paisley, PA1 1LL  
[dc@renfrewshire.gov.uk](mailto:dc@renfrewshire.gov.uk)

Director of Development and  
Regeneration Services  
Glasgow City Council  
231 George Street, Glasgow, G1 1RX  
[planning.representations@glasgow.gov.uk](mailto:planning.representations@glasgow.gov.uk)

**Hillington Park Simplified Planning Zone 2014  
Pre-development notification form**

<b>1. Developer details</b>	
Applicant	Agent
Contact name:	Contact name:
Company/organisation:	Company/organisation:
Address:	Address:
Postcode:	Postcode:
Telephone no. E-mail:	Telephone no. E-mail:
<b>2. Location of proposed development</b>	
Address/location of proposed development:	
Local planning authority:	
Renfrewshire Council/Glasgow City Council (please delete).	
<b>3. Details of the proposed development</b>	
Description of development or change of use (and Use Classes):	
With reference to SPZ Plan 2, which zone (or zones) is the proposed development in? (please tick):	
Zone A	<input type="checkbox"/>
Zone B	<input type="checkbox"/>

Zone B (Hub zone)	<input type="checkbox"/>
Zone B (motor vehicle sales sub zone)	<input type="checkbox"/>
Zone C	<input type="checkbox"/>
Gross floor area and use of existing development (GIA):	
Gross floor area and use of proposed development (GIA):	
With reference to the Building heights plan (Plan 3), what is the height (in metres) of the proposed development at its highest point (excluding plant)?	
Does the proposal involve demolition of existing floorspace or other existing development? (please delete):	
Yes/No	
Estimated date works will commence on:	
<b>4. Developer declaration</b>	
<p>Declaration:</p> <p>I/we hereby give notice of the intention to carry out the above development under the provisions of the Hillington Park SPZ. I/we shall carry out the proposed work in accordance with the details included on this form and the associated scaled plans. I/we also confirm that the development will be undertaken in accordance with the conditions and advisory notes of the SPZ. I/we understand that any material variation from the details I/we have provided will require a revised pre-development notification to be made. I/we also understand that the local planning authority may take enforcement action if it considers that the proposed development is not permitted by the SPZ, or is not in accordance with the details that have been provided herewith.</p> <p>Name:</p> <p>Signature:</p> <p>Date:</p>	
Submitted information	
I/we submit the following information (please tick):	

Site location plan (scale 1:1250 or 1:2500)

Block plan (1:500 or 1:200)

Other information provided with the pre-development notification, if applicable  
(please list):

## HILLINGTON PARK SIMPLIFIED PLANNING ZONE (SPZ)

Notification of Initiation of Development: Confirmation of start of works

A person who has commenced development for which notification has been given under the terms of the SPZ, must, as soon as practicable after starting works, give notice to Renfrewshire Council/Glasgow City Council by returning this completed Notice. It should be addressed to the appropriate local authority:

Renfrewshire Council, Development and Housing Services, Cotton Street, Paisley, PA1 1LL;  
dc@renfrewshire.gov.uk.

or,

Glasgow City Council, Development and Regeneration Services, Development Management, 231 George Street, Glasgow G1 1RX;  
planning.representations@glasgow.gov.uk.

<b>Address:</b>	
<b>Reference Number:</b>	
<b>Proposal:</b>	
<b>Applicant:</b>	
<b>Previous notification Date:</b>	
<b>Full name and address of person(s), company or body carrying out the development (if different from applicant):</b>	
<b>Full name and address of all owner(s) of the land to be developed (if different from applicant):</b>	
<b>Full name, address and contact details of person(s), company or body appointed to oversee the carrying out of the development:</b>	
<b>START DATE:</b>	

Signed ..... Date .....

\*On behalf of ..... \*Delete where inappropriate

## HILLINGTON PARK SIMPLIFIED PLANNING ZONE (SPZ)

### Notification of Completion of Development

A person who completes development for which notification has been given under the SPZ, should, as soon as practicable after completion, give notice of completion to Renfrewshire Council/Glasgow City Council by returning this completed Notice. It should be addressed to the appropriate local authority:

Renfrewshire Council, Development and Housing Services, Cotton Street, Paisley, PA1 1LL;  
dc@renfrewshire.gov.uk.

or,

Glasgow City Council, Development and Regeneration Services, Development Management, 231 George Street, Glasgow G1 1RX;  
planning.representations@glasgow.gov.uk.

<b>Address:</b>	
<b>Reference Number:</b>	
<b>Proposal:</b>	
<b>Applicant:</b>	
<b>Notification Date:</b>	
<b>COMPLETION DATE FOR DEVELOPMENT:</b>	

**If the development is to be carried out in phases then, in accordance with the relevant condition of the planning permission, this Notice must, as soon as practicable after each phase is completed, be completed and returned to the address above.**

<b>Phase 1 completed date:</b>	
<b>Phase 2 completed date:</b>	
<b>Phase 3 completed date:</b>	
<b>Phase 4 completed date:</b>	

Signed

.....  
\*On behalf

Date

.....  
of \*Delete where inappropriate



## **APPENDIX 5**

### **BIRD HAZARD MANAGEMENT PLAN EXAMPLE AND AERODROME SAFEGUARDING ADVICE NOTES Nos. 3, 6 & 8**

## **Example Only**

# **Bird Management Plan**

**Site Address:**

**Glasgow Airport Reference No:**

**Planning Application No:**

**Condition No:**

**I/we can confirm the following:**

That the roof(s) is/are constructed in such a manner so that all areas are safely accessible to enable any nests and eggs to be cleared and birds to be dispersed.

Checks will be made weekly or sooner if bird activity dictates, during the breeding season by an appointed person/company. The breeding season for gulls typically runs from March to June.

Any birds found nesting and/or roosting and/or loafing during the breeding season will be dispersed when detected and/or when requested by Glasgow Airport Airfield Operations staff.

Any nests or eggs found will be removed. The appropriate licence(s) will be obtained from Scottish Natural Heritage (SNH) beforehand if required.

Checks will be made on a regular basis outside of the breeding season by a nominated person/company.

Any birds found nesting and/or roosting and/or loafing outside of the breeding season will be dispersed when detected and/or when requested by Glasgow Airport Airfield Operations staff.

The methods of dispersal used will be as follows: (please list, for example, pyrotechnics and distress calls).

**Signed:**

**On Behalf of:**

**Date:**

Please note this is only an example, the frequency of inspections, the methods of dispersal and the recording of inspections and their findings may vary depending on the proximity of the site to the airport and natural features and the design of the building.



**CIVIL AVIATION AUTHORITY,  
AIRPORT OPERATORS ASSOCIATION**

**&**

**GENERAL AVIATION AWARENESS COUNCIL**

*'Working in Co-operation'*

## **SAFEGUARDING OF AERODROMES**

### **Advice Note 3**

#### **Potential Bird Hazards from Amenity Landscaping and Building Design**

##### **1. Introduction**

Aerodrome safeguarding ensures the safety of aircraft and their occupants when in the vicinity of an aerodrome by controlling potentially hazardous development and activity around it. An overview of the Safeguarding process is given in the first Advice Note in this series. This Note considers in particular the need to minimise bird attractant features of landscaping proposals and building design in the vicinity of an aerodrome.

Aircraft are vulnerable to birdstrikes, i.e. collisions with large and flocking birds. They cost the aviation industry around £750 million per year in damage and delays to aircraft and are a major hazard. Occasional catastrophic losses have resulted in over 225 deaths and 70 aircraft destroyed in civil aviation. Over 80% of birdstrikes occur on or close to aerodromes and their operators are required to take necessary steps to ensure that the birdstrike risk is reduced to the lowest practicable level.

Many of the design features of building developments and their associated landscaping are commonly attractive to birds, particularly tree and shrub planting, and the creation or enhancement of a water feature. Therefore, where features attractive to birds are included in a proposed development on an aerodrome or the surrounding environment, it is essential that the hazard to aviation posed by these birds is addressed.

##### **2. Safeguarding Consultation**

In order to protect aerodromes against these hazards, safeguarding maps lodged with Planning Authorities include a 13 km radius dotted circle centred on the aerodrome to indicate the area within which developments that might attract birds require consultation with the aerodrome.

##### **3. Landscaping Hazards**

Landscaping may attract birds by providing feeding, nesting and roosting habitat. Almost by definition, landscaping increases and diversifies the habitats available for wildlife that, inevitably, are exploited by larger numbers of more bird species for a wider range of activities. Water features, including the enhancement of existing wet areas or watercourses, or creating new lakes, ponds or drainage channels, also create a wide range of exploitable habitats for birds. The intended effect may be functional, ornamental or the development of some form of local nature reserve. Pressure from conservation groups and local 'Biodiversity Action Plans' often results in moves to enhance many types of water feature and this almost always increases its potential to attract birds.

Significant hazards associated with landscaping schemes are their potential to:

- a) Create dense vegetation that may become a Starling roost or provide roosting and nesting habitats for Rooks, Woodpigeon and other aviation-hazard bird species.
- b) Provide an abundant winter food supply in the form of fruits and berries for large flocks of Starlings, Fieldfares and Redwings, which may also move onto an adjacent aerodrome to feed on soil invertebrates.
- c) Create standing water or watercourses that attract gulls and other waterfowl, which are nearly all large or very large, and cause increased bird movements between existing waters and the new site, over and around the aerodrome.

#### **4. Safeguarding Strategy**

Where a proposed development within 13 km of an aerodrome has the potential to attract birds, the developer will be expected to have undertaken a bird hazard assessment to identify the risk of hazardous bird species being attracted to the development.

Where a significant risk is identified, the developer will be expected to modify their proposals to mitigate this risk. It is possible that as part of the mitigation, it will be necessary to produce and implement a Bird Hazard Management Plan acceptable to the aerodrome concerned.

To avoid the need for modifying proposals it is suggested that developers consult with aerodromes at a preliminary stage and follow the design advice provided below.

#### **5. Detailed Advice On Landscaping Design**

The following advice is offered in order to reduce the potential attractiveness of landscaping schemes to hazardous bird species.

##### **a) Starling Roosts**

A potentially hazardous consequence of a landscaping development is the formation of a Starling roost. Roosts are widely separated but there are concentrated movements in their immediate vicinities involving very large numbers each dawn and dusk. Creating conditions for a large roost close to an aerodrome is, therefore, an unacceptable hazard.

To minimise the potential attractiveness of the proposed site, planting density should be at 4m centres or greater. Thinning out should be undertaken if necessary to ensure this is maintained. If the proposed planting is intended to provide a screening function, staggered planting in rows may be required. Blocks of planting should also be avoided, especially in sheltered areas and sites isolated from human disturbance e.g. traffic islands.

If a roost does become established the aerodrome may seek immediate remedial action, either in the form of a drastic thinning out of the planting, or its complete removal. Where considered necessary, this action should be anticipated by adding a condition to any planning permission that may be granted.

##### **b) Rookeries**

Measures should be taken to minimise the probability of a rookery becoming established close to the aerodrome. Although not guaranteed to prevent a rookery being established, stands of trees with the potential to grow in excess of 20m high should not be included in planting schemes within 3 km of an aerodrome. However, Rooks now colonise not only the traditional small stands and rows of tall trees, but also much lower trees, often less than 10m in height, and isolated larger trees. If a rookery were to become established, the aerodrome may seek immediate remedial action, either in the form of drastic thinning out of the planting, or its complete removal. Where considered necessary, this action should be anticipated by adding a condition to any planning permission that may be granted.

### c) Fruits and Berries

Berry bearing trees and shrubs are attractive to a variety of flocking bird species that may then move onto aerodromes; they are, therefore, of some concern.

Large quantities of berry-bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry-bearing plants may be dispersed amongst other species to reduce the total food supply for birds.

The species selection and planting patterns become more critical as planting is placed closer to the aerodrome. Berry-bearing species should not be included in planting schemes under approach paths or in the immediate vicinity of an aerodrome.

### d) Water

Open standing water and watercourses attract waterfowl which are sufficiently large and numerous to be a significant hazard. Wherever possible, open water should be eliminated from an aerodrome and its immediate surroundings. Landscaping proposals on and in close vicinity to the aerodrome should avoid the inclusion of water features including 'wildlife ponds'.

The severity of the hazard created by a proposed water feature will vary with the size and nature of the water body, its location relative to the aerodrome, existing water areas and waterfowl feeding sites. The number of water features within a local area has a cumulative effect on the hazard posed.

Where water features are absolutely necessary, measures to reduce the ecological diversity of water features and minimise their usefulness to waterfowl should be adopted and should include all of the following, where applicable:

- (i) **Depth:** water should be as at least 4m deep with steeply shelving (preferably vertical) margins, to minimise or eliminate bottom-growing vegetation.
- (ii) **Perimeter:** banks and edges are a source of ecological diversity and important for feeding, loafing and nesting. Their extent should be minimised by the shape being as close as possible to circular, without bays, promontories and islands.
- (iii) **Banks:** as in (ii) above, banks should be steeply shelving with minimal vegetation and cover. If possible, there should be a vertical lip or fence to prevent birds from walking in and out of the water.
- (iv) **Fish:** the water should not be stocked with fish, which attract fish-eating birds; nor should angling be permitted because of the food incidentally provided in the form of ground bait, discarded sandwiches, etc.
- (v) **Netting:** it may be possible to enclose smaller ponds with netting to exclude birds. In this way, small but ecologically diverse ponds designed for educational purposes may be acceptable.
- (vi) **Surroundings:** dense vegetation provides nesting cover and short grass is grazed by wildfowl. Paving or a long grass regime (c200mm) similar to that developed for aerodromes would be more acceptable. The grass could be managed as a meadow for wildflowers and butterflies. However, a wet meadow would attract feeding ducks and nesting waders, and should be avoided.

Further guidance on bird hazards associated with landscaping and their mitigation is contained in *Civil Aviation Publication CAP 680 Aerodrome Bird Control*, particularly Part 2 Chapter 5 para 5.3 and Part 4 (available on CAA website <[www.caa.co.uk](http://www.caa.co.uk)>).

## **6. Design of Buildings - On or In Close Vicinity to Aerodromes**

Buildings do not provide a food source in themselves, however, buildings may be used by birds depending upon the design and use of the building and the availability of food in the nearby environment. Pigeons and Starlings are the most common birds to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst Starlings may roost both on and in buildings in vast numbers. Gantries and other complex structures offer potential perches and Swallows and Swifts will nest inside roof spaces and inside buildings to which they can gain access, such as hangars and cargo sheds. Gulls may nest on flat roofs.

Wherever possible buildings in close proximity to the aerodrome should incorporate the following measures to minimise their attractiveness to birds:

- Prevention of access to the building, including the roof space.
- Self-closing doors to prevent access by birds or openings should have plastic strip curtains fitted.
- Waste disposal containers should be self closing to prevent access for birds.
- Food outlets and cafes should not have open litter bins or any areas where waste food is available to birds.
- Steeply pitched roofs to deter breeding gulls.
- Roof overhangs kept to a minimum.
- Ledges beneath overhangs and external protrusions should be avoided.

This Advice Note has been produced for information only jointly by the Aerodrome Standards Department of the Civil Aviation Authority, the Airport Operators Association and the General Aviation Awareness Council. Its contents may be reproduced as long as the source is acknowledged. The other Aerodrome Safeguarding Advice Notes available are:

Advice Note 1: Safeguarding - An Overview

Advice Note 2: Lighting near Aerodromes

Advice Note 4: Cranes and Other Construction Issues

Advice Note 5: Potential Bird Hazards from Landfill Sites

**AIRPORT OPERATORS ASSOCIATION**  
**&**  
**GENERAL AVIATION AWARENESS COUNCIL**  
supported by  
**CIVIL AVIATION AUTHORITY**

*'Working in Co-operation'*

## **SAFEGUARDING OF AERODROMES**

### **Advice Note 6**

#### **Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)**

##### **1. Introduction**

Aerodrome safeguarding ensures the safety of aircraft and their occupants when in the vicinity of an aerodrome by controlling potentially hazardous development and activity around it. An overview of the Safeguarding process is given in the first Advice Note in this series. The aim of this Advice Note is to briefly review the various broad types of Sustainable Urban Drainage Schemes (SUDS) techniques and to identify those that are likely to give cause for concern, or attract an objection, if proposed near an aerodrome.

SUDS are increasingly used to attenuate water flows for flood alleviation purposes and to treat contaminated water prior to discharge into watercourses. Government agencies and local planning authorities frequently require SUDS to be incorporated into designs for buildings, housing estates etc. including those near to aerodromes. Unfortunately, some SUDS designs have the potential to attract birds to the local area. Birds, especially large flocking species, can constitute a significant hazard to aircraft.

This information in this Advice Note is provided as a guide only and the particular circumstances surrounding individual developments (e.g. the precise location relative to the aerodrome, the numbers, behaviour and location of bird populations in the area, and the location of other bird attractive features in the local environment) will influence the final assessment of the level of risk likely to arise. Specialists in birdstrike prevention and aerodrome safeguarding should be consulted if there is any doubt as to the suitability of a particular technique for inclusion in a SUDS design near an aerodrome. This should allow unsuitable proposals to be identified at an early stage and either replaced with more appropriate designs or allow suitable mitigation methods to be identified that will allow the proposal to proceed with adequate safety margins.

## 2. SUDS Techniques

There are a number of recognised SUDS techniques, including: - green roofs and rainwater re-use, permeable pavements, infiltration trenches, filter drains, swales, basins, and ponds and wetlands. The following sections describe the likely bird attractions arising from each technique, the probability that an aerodrome might object to its use, and possible mitigation measures that could be used to manage the bird attraction.

### a) Green Roofs And Rainwater Re-Use

Green roofs can improve water quality and reduce the peak flow and the total volume discharged from a roof. In addition, they can enhance insulation and increase the lifespan of the roof. Rainwater reuse (or harvesting) involves the collection and storage of rainwater on site and its use as a substitute for mains water, for example in watering gardens or for flushing toilets.

Green roofs are probably the least well understood SUDS technique in terms of bird hazard. Although there are relatively few green roofs near aerodromes in the UK they have been used more extensively elsewhere (e.g. near Frankfurt Airport), where no serious problems have been reported. In some parts of the UK problems are increasingly being encountered with birds, especially gulls, nesting on flat roofs. As well as birdstrike risk, issues such as blockage of drains, fouling of stonework, noise nuisance and aggression towards the public have all been cited as problems arising from roof nesting gulls. These birds are now increasingly moving inland, away from traditional coastal sites. A number of aerodromes are already encountering problems arising from colonies of roof nesting birds. At present these birds are nesting on the roof material itself, often placing their nests against chimneys, parapets etc., presumably to secure the nest structure against high winds. In the wild, gulls nest on cliff ledges or short turf on cliff-tops and islands. The provision of a short turf or other plant cover on a rooftop that would allow gulls to establish a secure base for a nest might encourage more birds to nest on that roof in preference to others nearby. There is insufficient information available at present to determine if green roofs do actually attract roof nesting birds, probably because such roofs have yet to be established in areas where roof nesting is common.

Because of the uncertainties surrounding green roofs their use close to aerodromes should be avoided, especially where roof nesting by gulls or other hazardous birds already occurs. At other sites, a roof design that allows easy human access, coupled with a management agreement to prevent nesting by hazardous species should be employed. Further research on the use of green roofs as nesting sites by species such as gull is needed.

### b) Permeable Pavements

The need for surface water drains and off-site sewers can be reduced or eliminated where run-off is encouraged to permeate through a porous pavement, such as permeable concrete blocks, crushed stone or porous asphalt. Depending on the ground conditions, the water may infiltrate directly into the subsoil or be stored in an underground reservoir (for example, a crushed stone layer) before slowly soaking into the ground. If infiltration is not possible or appropriate (for example, because of ground contamination), an impermeable membrane can be used with an overflow to keep the pavement free from water in all conditions. Pollutant removal occurs either within the surfacing or sub-base material itself, or by the filtering action of the reservoir or subsoil.

Permeable pavements offer little to birds in terms of food water or shelter. Indeed, their use in place of impermeable surfaces may be beneficial in that it prevents the formation of puddles that may attract birds to drink or bathe. Permeable pavements present no problems for birdstrike management and their use can safely be encouraged around aerodromes.

### c) Infiltration Trenches

An infiltration trench is a shallow, excavated trench that has been filled with stone to create an underground reservoir. Storm-water entering the trench is gradually infiltrated into the ground. Their longevity can be enhanced by providing pre-treatment of the storm-water using a filter strip, gully or sump pit to remove excessive solids.

Like permeable pavements, infiltration trenches offer little attraction to birds and can safely be used in developments near aerodromes.

### d) Filter Drains

Filter drains are widely used by highway authorities for draining roads. Storm-water entering the trench is gradually infiltrated into the ground. Their longevity can be enhanced by providing pre-treatment of the storm-water using a filter strip, gully or sump pit to remove excessive solids.

Filter drains are similar to infiltration trenches and can safely be used for highway drainage near aerodromes.

### e) Swales

Swales are grassed depressions which lead surface water overland from the drained surface to a storage or discharge system, typically using the green space of a roadside margin. They may be used to replace conventional roadside kerbs, saving construction and maintenance costs. Compared to a conventional ditch, a swale is shallow and relatively wide, providing temporary storage, conveyance, treatment and the possibility of infiltration under suitable conditions.

The attraction that swales provide to birds depends upon their size, the frequency and duration that standing water is present within them, and the type of vegetative cover that is established. Very large swales may attract birds to feed on the grassed area irrespective of the frequency with which they carry exposed water. Those that remain wet enough to support wetland vegetation, amphibians or invertebrates will offer a feeding site and possibly nesting cover for some hazardous bird species. Swales with overgrown vegetation will also provide nesting and roosting cover for birds. In general, small roadside swales that drain quickly and are maintained as short grass offer limited attraction to birds. They would be unlikely to attract an objection if proposed near an aerodrome unless they were very close to an aerodrome perimeter, when infiltration trenches or filter drains would be a preferable solution.

### f) Basins

A basin is designed to hold back storm runoff for a few hours and to allow the settlement of solids. They are dry outside of storm periods. They provide temporary storage for storm water, reduce peak flows to receiving waters, facilitate the filtration of pollutants (deposited and incorporated into the substrate) and encourage microbial decomposition, as well as allowing water infiltration directly into the ground.

As with swales, the attraction that basins offer to birds depends on their size, frequency of flooding and vegetation cover. Because basins may be large in size and temporarily carry deep water, they may be fenced to prevent public access. Such sites may be seen as an opportunity to establish vegetation that enhances biodiversity objectives or that screen the basin from public view. Unless very carefully selected, such vegetation is highly likely to attract hazardous birds, and proposals of this nature will probably attract objections if located close to aerodromes. Basins can, however, be effectively designed to exclude hazardous birds. Bird exclusion netting can be used to keep larger species out of the basin whilst allowing smaller birds, insects, amphibians, etc. access. Issues of maintenance of the net, snow loading and public health and safety all need to be considered. An alternative solution is the use of 20cm diameter plastic spheres, marketed as 'Bird Balls'. These are tipped into the basin and float on the surface of the water when the basin is flooded thus denying birds access. Bird Balls have been used successfully at a number of aerodrome installations but they

prevent light penetration to the water and may reduce oxygenation at the surface. They are also not particularly visually attractive. Bird Balls may be particularly useful in managing contaminated water run-off from car parks, aerodrome runways etc. where the flow can be controlled in the basin prior to discharge into other treatment systems.

#### **g) Ponds And Wetlands**

Ponds or wetlands can be designed to accommodate considerable variations in water levels during storms, thereby enhancing flood- silt and preventing clogging of the outlet. Removal of collected sediment from the inlet sump may be needed, although typically this is unlikely to be more than once every seven years.

Ponds and wetlands are the SUDS options most likely to attract objections if proposed within the 13km aerodrome safeguarding circle. Permanent wetlands attract a variety of hazardous birds such as waterfowl, gulls, herons etc, and any surrounding trees may attract corvids pigeons or Starlings. Birds moving from one wetland site to another may cross aircraft flight paths and thus create a birdstrike risk. Even if a wetland or pond is proofed to prevent bird access, birds will continue to visit the site to check if feeding or other resources are available and then move on to another wetland when they find that they cannot reach the water. When considering whether to object to a planning application involving ponds or wetlands, an aerodrome manager or his/her advisors, need to consider a variety of factors, such as the size of the proposed wetland, its detailed design in terms of bank profiles, water depth, proposed vegetative cover, any future management plans, its location in relation to aircraft flight paths and similar habitats nearby, and any proposed mitigation measures to control the birdstrike risk that are proposed. Changes to one or more of these factors may help to reduce the birdstrike risk to an acceptable level. One example of such mitigation would be the development of a dense vegetative cover, to remove the visual attractant and hinder access, such as closed reedbed or the development of carr woodland. However, the suitability of such mitigation will depend on the unique set of circumstances that prevail at an individual site.

Therefore, the best option is to eliminate ponds and wetlands from SUDS designs near aerodromes whenever possible. Where they are essential then early consultation with the aerodrome is highly recommended.

Further guidance on bird hazards associated with water bodies and their mitigation is contained in Civil Aviation Publication CAP680 Aerodrome Bird Control, particularly Part 4 Chapter 30 (available on the CAA website <[www.caa.co.uk/publications](http://www.caa.co.uk/publications)>).

In addition further information is available on the bird hazards associated with landscaping or building design and landfill sites in other advice notes in this series, **Advice Note 3 – Potential Bird Hazards from Amenity Landscaping and Building Design** and **Advice Note 5 – Potential Bird Hazards from Landfill Sites**.

This Advice Note has been produced for information only jointly by the Airport Operators Association, the General Aviation Awareness Council with the support of the Aerodrome Standards Department of the Civil Aviation Authority. Its contents may be reproduced as long as the source is acknowledged. The other Aerodrome Safeguarding Advice Notes available are:

Advice Note 1: Safeguarding - An Overview

Advice Note 2: Lighting near Aerodromes

Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design

Advice Note 4: Cranes and Other Construction Issues

Advice Note 5: Potential Bird Hazards from Landfill Sites

Advice Note 7: Wind Turbines and Aviation



# **SAFEGUARDING OF AERODROMES**

## **BAA Advice Note 8**

### **Potential Bird Hazards from Building Design**

#### **1. Introduction**

Aerodrome Safeguarding ensures the safety of aircraft and their occupants when in the vicinity of an aerodrome by controlling potentially hazardous development and activity around it. Safeguarding maps are lodged with the Planning Authorities and include a 13km radius circle, this is the area within which developments likely to attract birds require consultation.

Aircraft are vulnerable to bird strikes and over 80% of bird strikes occur on or close to aerodromes and their operators are required to take necessary steps to ensure that the bird strike risk is reduced to the lowest practicable level. This note considers in particular the need to minimise bird attractant features of building design within the 13km 'bird circle'.

The information in this advice note is provided as a guide only and the particular circumstances surrounding individual developments, precise location relative to the airport and aircraft flight paths, the numbers, behaviour and location of bird population in the area, and the location of other bird attractive features in the local environment, all have the potential to influence the final assessment of the level of risk likely to arise.

#### **2. Safeguarding Strategy**

If a building design is identified as being a potential bird hazard, the developer will be expected to modify their proposals to mitigate this risk. It is possible that as part of the mitigation, it will be necessary to produce and implement a Bird Management Plan (BMP) which must be maintained for the life of the building.

#### **3. Building Size**

Individual dwellings will not normally be considered problematic, however blocks of flats, multi use buildings, commercial and industrial buildings have greater potential to raise concerns. Generally for buildings with flat and/or shallow pitched roofs, if the roof area is less than 10m x 10m the number of birds likely to be found nesting, roosting or loafing on the roof are not likely to be significant, but this may not be the case for sites very close to the airport or aircraft flight paths.

#### 4. Building Design

Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gantries and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds. The following features should be considered when designing a building:

- Roof overhangs should be kept to a minimum
- Ledges beneath overhangs and external protrusions should be avoided where possible
- Steeply pitched roofs should be used to deter gulls from nesting, roosting and loafing
- The roof space be designed in such a way as to prevent access by birds
- Self closing doors to prevent access to birds or openings should have plastic strip curtains fitted.
- Where flat and/or shallow pitched roofs greater than 10m x 10m cannot be avoided in the design, there must be access available by foot to all areas of the roof to ensure that any hazardous birds, nesting, roosting and loafing can be dispersed and where necessary any nests and eggs can be removed. See note under Prevention Measures below regarding licences.

#### 5. Prevention, Inspections and Dispersal

As well as the building design measures as mentioned in section 4, the following can be used to deter/disperse hazardous birds from nesting, roosting and loafing on and in buildings:

- **Netting for 'Green' Roofs** – The netting must be of a suitable gauge and weight to exclude the target species and must be suspended at a suitable tension to ensure that birds landing on the netting will not cause sagging onto the vegetation. However the netting must not be too taut as this will allow birds to land. The netting must also be inspected on a regular basis to make sure it is in full working order
- **Netting for 'Non Green' Roofs** - A netting system can also be used successfully on 'non green' roofs, the netting must be of a suitable gauge and weight to exclude the target species and must be suspended at a suitable tension to ensure that birds landing on the netting will not cause sagging onto the roof. However the netting must not be too taut as this will allow birds to land. The netting must also be inspected on a regular basis to make sure it is in full working order.

- **Bird Spikes** – If used on roofs these should be positioned at a density suitable to exclude the target species and completely cover the roof. If used on ledges they must be placed at sufficiently close spacing to exclude the target species.
- **Pyrotechnics** – Training is required if used close to the airport and/or its aircraft flight paths.
- **Distress Calls** - Training is required if used close to the airport and/or its aircraft flight paths.
- **Removal of Nests and/or Eggs** – It is an offence to damage or remove nests and/or eggs without first obtaining the appropriate licences, in England Defra [www.defra.gov.uk](http://www.defra.gov.uk) or in Scotland from the Scottish Executive Environment and Rural Affairs Department (SEERAD) [www.scotland.gov.uk](http://www.scotland.gov.uk) . These licences can be issued for preserving air safety.
- **Inspections** - Where flat/shallow pitched roofs are concerned, inspections should be carried out weekly or more frequently if bird activity dictates, during the breeding season, which for gulls typically runs from March to June to ensure that any hazardous birds found nesting, roosting and loafing are dispersed and any nests and/or eggs are removed, see note above. Regular inspections dictated by bird activity should also be carried out outside of the breeding season and any birds should be dispersed. In some instances it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. In some cases developers have engaged pest control companies to carry out inspections and bird control on their behalf.

It is important that if bird numbers increase and bird scaring methods are not proving effective, BAA are informed.

Scaring birds in urban locations using conventional visual or audible scarers are generally not effective. Only the appropriate use of recorded distress calls targeted at specific species is likely to be effective.

The fitting of deterrent measures can be complicated and is best carried out by experienced operators. Correctly installed, these measures can provide a long term solution to bird problems.

## 6. **Bird Management Plans (BMP) relating to Flat/Shallow Pitched Roofs**

A BMP may be requested as part of a condition attached to a planning approval. Some of the requirements of the BMP will be site specific, depending on the location of the site, surrounding environs, roof type etc. As a general guide only, we may request the following measures to be included in your BMP:

- Confirmation that access to all areas of the roof is available and by what method, to ensure that inspections can be carried out.

- Confirmation that inspections will be carried out year round with increased frequency during the breeding season. See section 5 above.
- Confirmation that any nests/eggs will be removed, with the appropriate licences first being obtained. See section 5 above.
- Confirmation that any hazardous birds found nesting, roosting and loafing will be dispersed when detected or when requested by BAA Airfield Operations staff. In some instances it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. See section 5 above.
- Details of any dispersal methods to be used. See section 5 above.
- A log to be kept of bird numbers and species utilising the roof(s).

The BMP can be submitted in a letter format and we would be pleased to look at any draft BMPs before they are submitted to the Planning Authority for approval. Please see attached an example of a basic Bird Management Plan.

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Advice Note 4: Cranes and Other Construction Issues

Advice Note 5: Potential Bird hazards from Landfill Sites

Advice Note 6: Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)

Advice Note 7: Wind Turbines and Aviation

1<sup>st</sup> Issue – April 2007

2<sup>nd</sup> Issue – July 2007

3<sup>rd</sup> Issue – Aug 2007

## **PART FIVE: SUPPORTING EVIDENCE**

- 1. Transport Assessment**
- 2. Travel Plan**
- 3. Flood Risk Assessment/Drainage Impact Assessment**
- 4. Drainage Assessment Notes for Guidance.**
- 5. Baseline Floorspace Data.**
- 6. Screening Opinion: Renfrewshire Council**
- 7. Screening Opinion: Glasgow City Council**
- 8. Statement of Publicity and Consultation.**