



- 1

Existing woodland around Geilston Burn
- 2

Existing mature tree belt and track
- 3

Cardross train station
- 4

Railway line
- 5

Cardross Village Public Park
- 6

Existing trees
- 7

A814
- 8

Geilston Garden
- 9

Cardross Primary School
- 10

Cardross Golf Course
- 11

Cardross local centre

Introduction

Thank you for coming to the second consultation event for our forthcoming application for residential development at Geilston, Cardross. This is the last consultation before we submit our application. Many thanks if you submitted your thoughts on the last consultation via the website, or if you filled in a feedback form. We really appreciate you taking the time to do so. We have looked at all the responses carefully. These are summarised below, together with some answers.

Design Development

Since we met, we have developed the designs further and what you see now are our draft proposals before we finalise them for the application. These take into consideration your feedback on our last boards. We still have some ongoing technical work, and then we will complete the proposals for submission.

You still have time to help shape the plan, so we would appreciate any further comments or feedback you may have in writing. Details are on the final exhibition board.

The application

The application will be for up to 200 new homes with associated open space and sustainable urban drainage systems. We have incorporated the existing trees into the layout along with existing paths to create a connected network integrated with substantial areas of open space, proposed equipped play and significant new planting of various habitat types which will be available for the whole community. Our application will be for Planning Permission in Principle which means that we agree all the fundamental principles of development on the site at this stage with the council, including access, and drainage solutions, location of development and location and hierarchy of green space. The detail will need to be approved through a further application/s to the Council for Approval of Matters Specified in Conditions.

Your feedback

We have held the first consultation event. Approximately 70 people were recorded as having visited the first public consultation event. Your comments, and our responses, can be summarised as follows:

1.

We asked what type of housing you think is needed.

Perceived need for a range of types of homes, particularly including starter homes, family homes, smaller homes and affordable housing.

Response: We propose a mix of housing including 25% affordable homes.
2.

We asked if there are enough facilities and services to support the new development, or not ?

There are not considered to be enough facilities and services in the local area at the moment to support the new development.

Response: Our understanding from a review of available information indicates that there is or will be sufficient capacity within local health services and schools to accommodate the needs of the proposed development.
3.

We asked about the need to build more homes of all types across the Helensburgh & Lomond Housing Market Area ?

The responses indicate overall agreement that there is a need to build more homes of all types across the Helensburgh & Lomond Housing Market Area.

Response: We propose a development of up to 200 homes providing a range of house types.

4.

We asked if there were any local issues to be aware of and consider as part of our proposals?

1.

There are existing issues in the village relative to drainage and sewerage, and these should not be exacerbated.

Response: The application will need to be supported by information to demonstrate how the development will be drained, and the Council and Scottish Water will require to be satisfied that the proposals and measures to be put in place will ensure that there are no adverse impacts.

2.

Concerns were expressed about existing traffic and congestion issues being exacerbated.

Response: The site is within easy walking, wheeling and cycling distance of the village centre, the primary school and the train station, and the final development will benefit from good quality pedestrian and cycle links through the site and into the village. A suitable roundabout junction is expected to be required, and this will not only support safe access to the new housing development but will also help to slow traffic when entering and leaving the village. The proposed development will also connect with the active travel route proposed by the council to the south of the site.

3.

The site is allocated as green belt, and a Scottish Government Reporter has previously advised against allocating the site for residential development.

Response: The intended planning application will place emphasis on the need to balance the site being within the green belt against the Council's declaration of a housing emergency, which establishes that it is essential that new sites are allowed to deliver the additional housing that is required as a matter of immediate priority.

Design Principles

We also asked for other comments. The key issues are listed below. This plan illustrates the main constraints for the site and how we are approaching them through the proposed layout.



- 1

SAFE ROUTES TO SCHOOL AND TRAIN STATION

 - Comments were made regarding safety in relation to the nearby railway line and to provide safe routes to schools and the train station. The development will be designed to ensure that suitable measures are put in place to ensure safety relative to the railway line, and to offer safe walking and cycling routes to schools and train station. Crossings will be introduced on the A814 to support access to the eastbound bus stop and local amenities.
- 2

ADJACENT RESIDENTS

 - Adjacent residents wished to see separation between existing and proposed properties, including planting/screening/buffer zones. This will continue to be investigated as part of the development process however our proposals include for areas of open space and planted buffers to respect the privacy of existing residents. We will explore re-routing the existing pathway away from the existing houses as requested by residents.
- 3

ENVIRONMENT

 - Concerns were raised regarding ecological impacts, including to the nearby SSSI and Ramsar sites. An ecology report has been prepared by Wild Surveys which establishes that there is limited biodiversity value in the main body of the site where development is proposed over the existing agricultural fields, that there are sensitivities in the adjacent Geilston Burn corridor, but that impacts can be mitigated and biodiversity enhancement can be achieved through a range of measures in scheme design.
 - Suggestion that there is knotweed along the railway line and that should be considered. The application will be informed and supported by a ground investigation report and any knotweed or similar would be identified and a suitable strategy would be put in place.
- 4

EDUCATION AND HEALTHCARE CAPACITY

 - Comments were made about whether there is capacity in local GP and dentist practices, schools and nurseries. Our understanding from a review of available information indicates that there is or will be sufficient capacity within local schools to accommodate the needs of the proposed development. This will require detailed assessment based on the period of build out. Whatever the outcome, Taylor Wimpey would fully mitigate any impact created. With regard to local health care we have taken on board comments and are investigating further with local NHS partnerships and private GP practices.



The tree line on the western edge will be extended

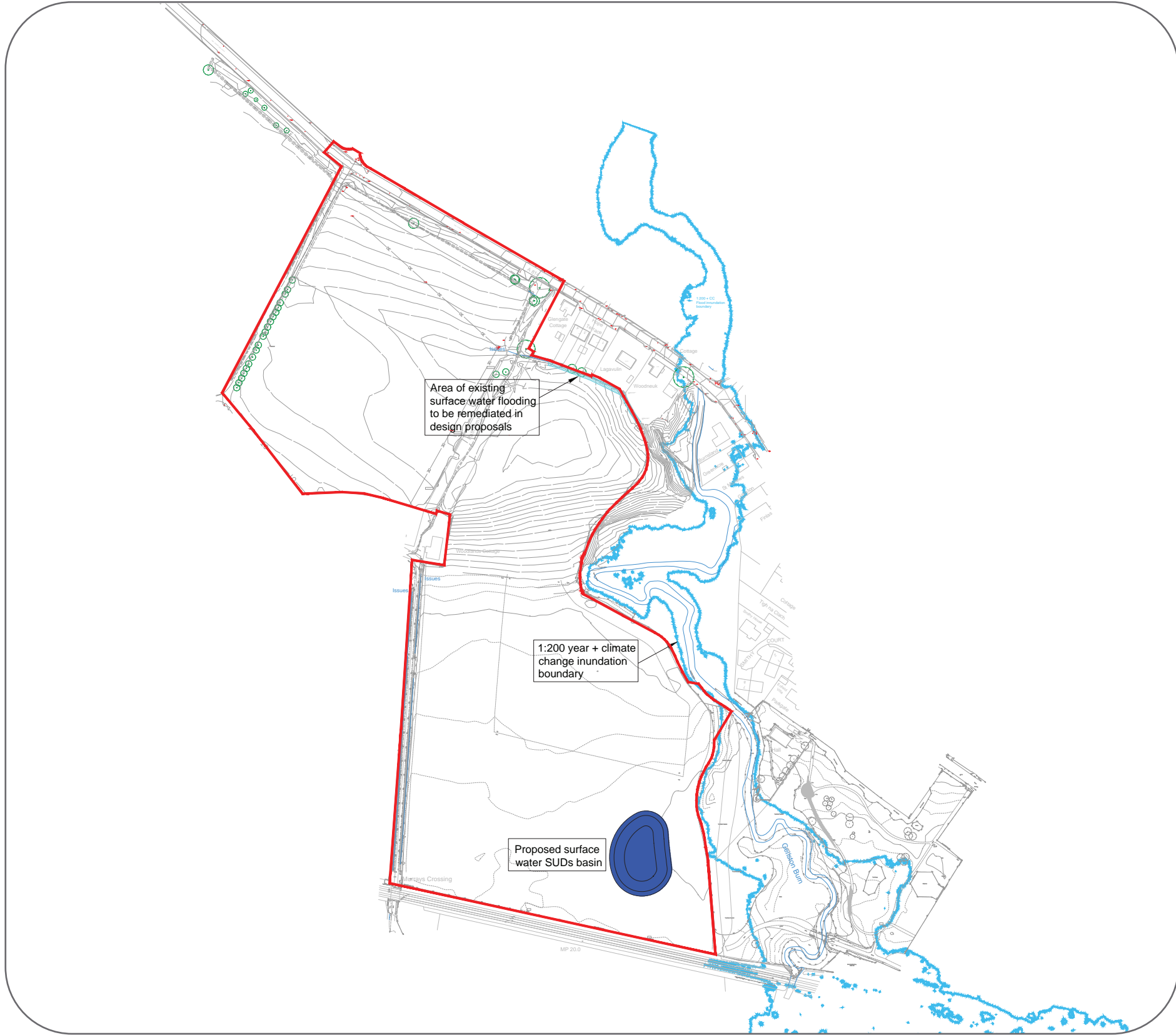


Cognisance will be taken of existing properties through provision of green space and planting



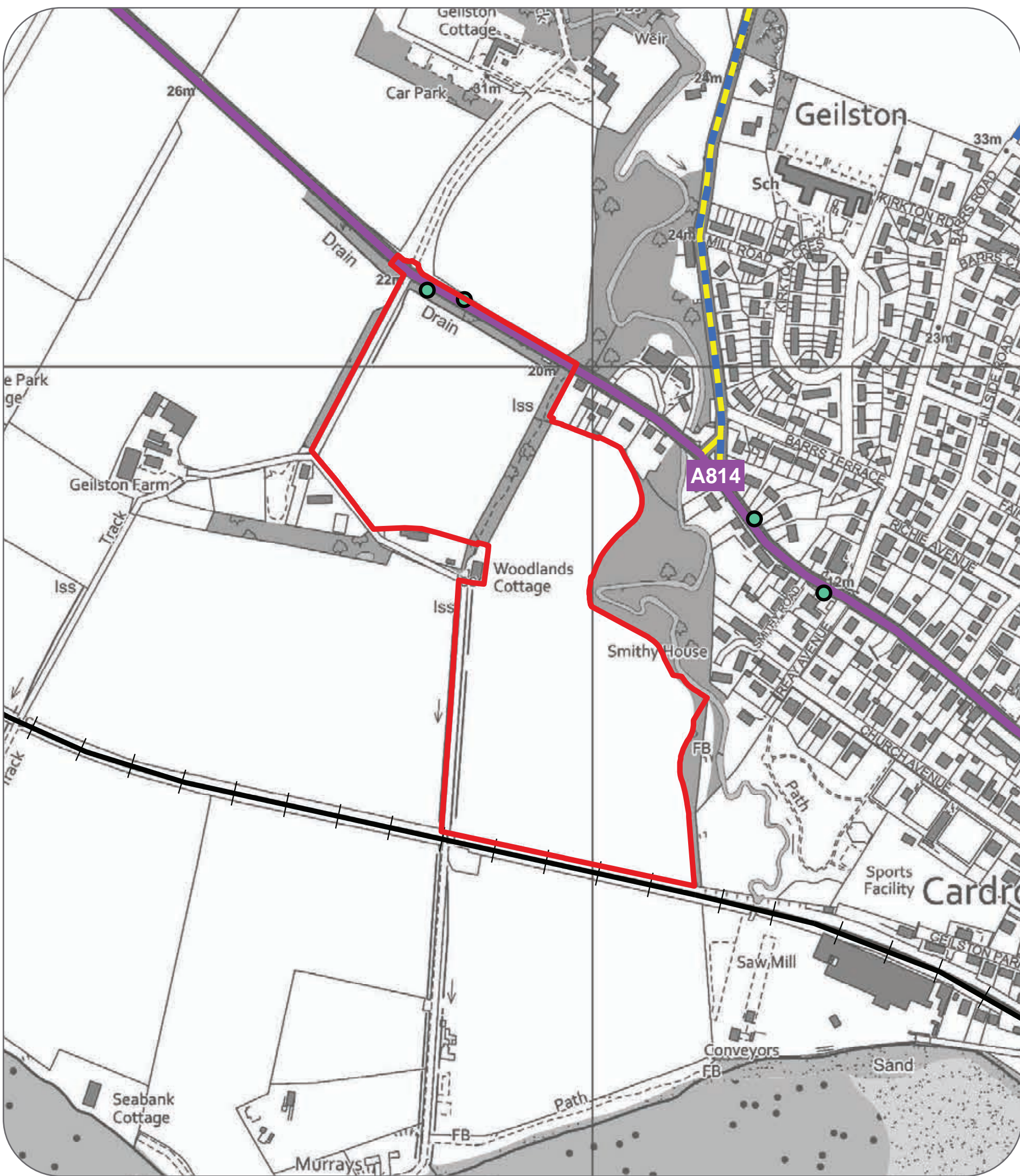
Existing trees and path will be integrated into the development

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Flood Risk Assessment

- The proposals will be supported by a flood risk assessment, compliant with SEPA and local authority guidance.
- The flood risk assessment will consider 1 in 200-year + climate change flood events, consistent with the requirements of NPF4.
- Initial flood modelling of the Geilston Burn has been undertaken (see image to left) and development will be located outside the 1 in 200-year + climate change floodplain.
- The final flood model will consider the joint occurrence of high sea levels and high river flows.
- We are aware of surface water flooding issues in the north-west of the site and these will be considered and managed as part of the development design.
- Sustainable Drainage Systems (SuDS) will be utilised to manage surface water runoff from the site, consistent with guidance.
- Assessment of overland flows out with the site boundary will be considered in the assessment.
- A Drainage Impact Assessment will be undertaken, in conjunction with Scottish Water, to confirm foul drainage capacity and any upgrade works required to the existing network.



Transport

Access to the development site will be provided via a new 3 arm roundabout junction on the northern boundary of the site with the A814 Cardross Road. The roundabout will act as a gateway feature and assist with speed control on approach to the village. From this, a primary road will loop around the site establishing connections to secondary residential streets and shared surfaces. Roads are designed to be inclusive, with dedicated footpaths and shared streets maximising opportunities for everyone to move around safely and independently throughout and beyond the site.

In line with Policies 13 & 15 of NPF4, active travel routes will be formed through and around the development to enhance active travel amongst the community. A perimeter footway is proposed on the southern side of the A814 Cardross Road which will enable connections to the wider existing footway network along the A814 to the east and around Cardross. Crossings will be introduced on the A814 to support access to the eastbound bus stop and local amenities, such as, the local food store and Cardross Primary School. A mix of dedicated footpaths and cycle paths of varied types and widths will ensure pedestrians and cyclists are prioritised over the motorist.

A Transport Assessment will be undertaken in support of the planning application. The assessment will ensure the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network and promote improvements where / if necessary. In addition, the assessment will review junction capacity and ensure the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users.



Ecology

At Taylor Wimpey we aim to minimise the negative impacts of housing development on nature, and to use our sites to protect, enhance and increase biodiversity. We ensure all new sites include our priority wildlife enhancements as set out in our Environment Strategy including hedgehog highways, bug hotels and bat boxes. We also work with expert ecologists to develop and implement our ecological proposals and we create opportunities for customers and communities to engage with nature on our sites. A Preliminary Ecological Appraisal will be undertaken in support of the planning application with design proposals taking cognisance of these enhancements as the application and design progresses.

Design Development

This development framework plan brings together the key design principles based on site analysis. Key elements of the plan are listed below.



- 1 New roundabout provides access from A814.
- 2 Primary street lined with street trees.
- 3 Existing woodland enhanced through significant tree planting and new adjacent open space which form a landscape framework.
- 4 Equipped play area.
- 5 Open space responds to topography, protects existing woodland and provides setting.
- 6 New planted buffer.
- 7 New planting to contain development.
- 8 Open space incorporating the proposed active travel route to the south.
- 9 SuDS basin.
- 10 Create green frontage to site.
- 11 Potential path connections to connect with existing routes.
- 12 Green buffer between existing properties and proposed development.

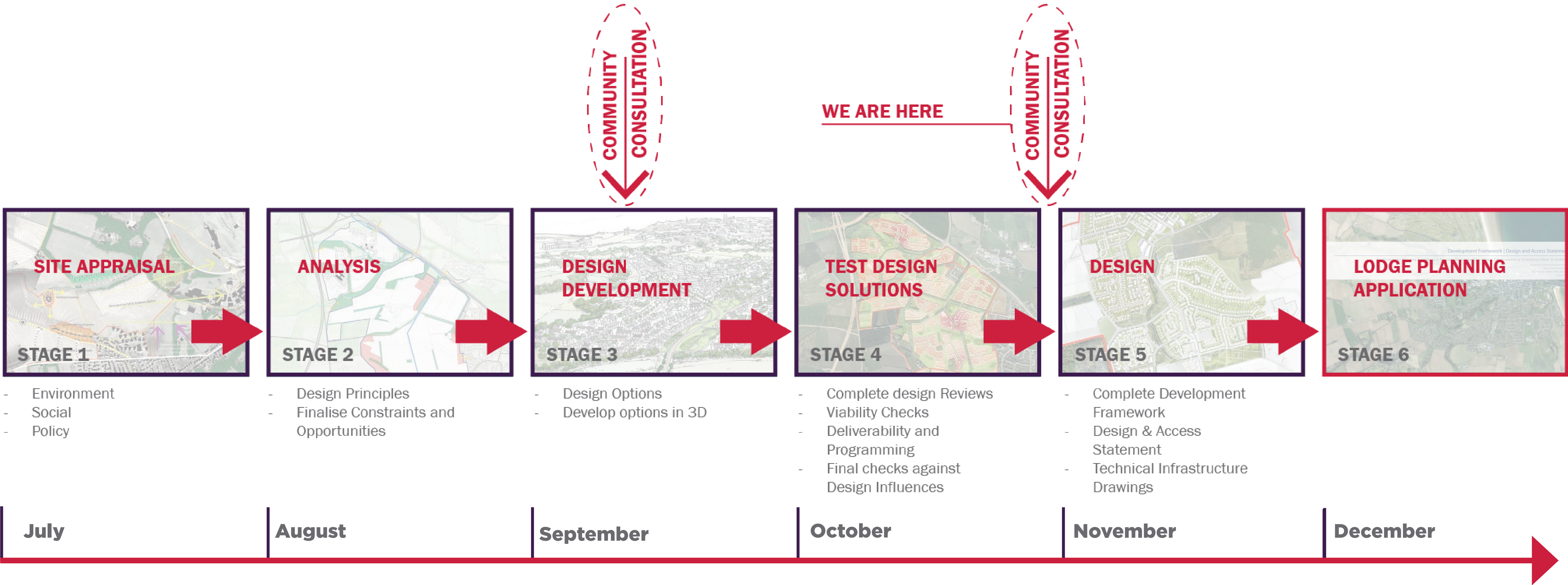
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This is a montage which shows the indicative masterplan proposals overlaid onto an aerial photograph. The image is illustrative, not fixed, and shows how new development could fit within the wider landscape and stitch into the existing settlement.

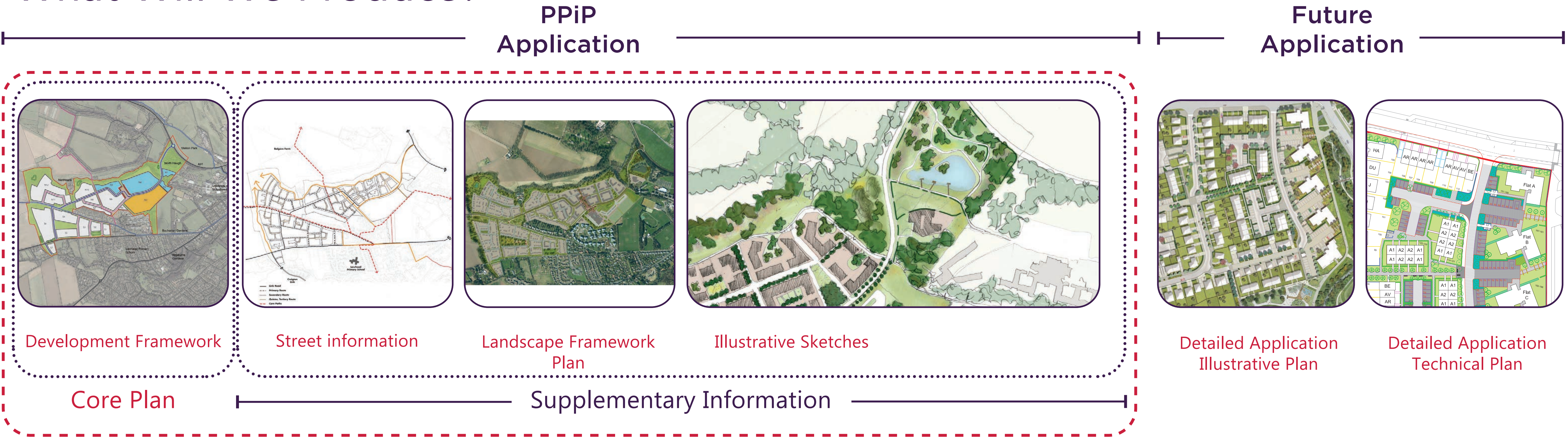


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This is the second of two consultation events. Following today, we will review the feedback alongside our ongoing technical studies. We will continue to develop our designs for the site and submit the planning application at the end of November 2024. This will include all the technical information which has informed the proposals. The diagram below shows what is included within an application for Planning Permission in Principle such as this.



What Will We Produce?



Share Your Thoughts

Please take time to read the boards, and talk to the team. If you wish to view the boards again they are available on our website and you can leave comments by emailing us. Details of where you can contact us or find this information on-line are below:

Introducing the Team

Contact

Please send your responses by 8th November 2024

david@northplan.co.uk

The boards are available on this website:
www.taylorwimpey.co.uk/new-homes/cardross/land-at-geilston-farm

Address:
Taylor Wimpey c/o North Planning and Development
2nd Floor
Tay House
300 Bath Street
Glasgow
G2 4JR

Kaya Consulting is providing advice on flood issues.

The Langton Tree Specialists are providing ecological and tree survey work.

ECS Transport is providing transport and engineering expertise.

OPEN are the masterplanners and landscape architects for the project.

Indev Consult is providing civil engineering advice.

NORTH Planning & Development is providing planning advice.

Wild Surveys Ltd is providing an assessment of the ecological features.

THANK YOU FOR COMING TO THE

07

GEILSTON COMMUNITY EXHIBITION 2



Thank you for coming.

It's important for us to understand where everyone has come from today - please place a dot approximately where you live on the map.

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