

**HILLINGTON PARK**  
LANDSCAPE AND VISUAL APPRAISAL

MEPC

FEBRUARY 2014

**Document Control Sheet**

Project Title HILLINGTON PARK SIMPLIFIED PLANNING ZONE

Document Title Landscape and Visual Appraisal

Revision

Status FINAL

Control Date February 2014

Document Reference 199304/Doc1

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## 1 Introduction

1. Terence O'Rourke Ltd has been instructed by MEPC Hillington Park to undertake a Landscape and Visual Appraisal for Hillington Park, Glasgow to inform the preparation of a Simplified Planning Zone for the industrial estate. The Hillington Park Simplified Planning Zone (SPZ) is a partnership between Renfrewshire Council and Glasgow City Council, as the local planning authorities, and MEPC Hillington Park as the majority landowner. Terence O'Rourke Ltd has been instructed by MEPC to help coordinate the SPZ process with the Councils.
2. The purpose of the Hillington Park SPZ is to enable a vibrant business area, promoting employment-generating uses at the business park and to give greater confidence to business to invest in Hillington Park. It is being prepared in accordance with the provisions of the Town and Country Planning (Scotland) Act 1997 (as amended), the Simplified Planning Zones (Scotland) Regulations 1995 and Circular 18/1995 Simplified Planning Zones.
3. The objective of the SPZ is not to allow wholesale redevelopment of the estate. It is intended that Hillington Park SPZ will simplify planning control to give greater flexibility for businesses to develop new premises and facilities or adapt existing premises, whilst maintaining a successful and diverse mix of employment generating uses. The SPZ would include the refurbishment of some of the higher quality existing buildings rather than their demolition. Development will only be permitted where the local authority is satisfied that it is in accordance with the permitted uses and development parameters set out in the SPZ. Development proposals not in accordance with the provisions of the SPZ will be determined by a planning application.
4. The SPZ has been designed to be effective for a period of 10 years to reflect the typical timescale of business leases and give greater certainty for potential investors.
5. This report provides a landscape and visual appraisal of the existing, well-developed, multi-use business park. The conclusions drawn seek to set the parameters for future development at Hillington Park, with particular regard for building heights and with focus on structural boundary planting.

### *Site context*

6. The site, approximately 198.6ha in size, is in an urban location, 6km west of Glasgow city centre and approximately 3.3km east of Paisley. The proposed SPZ area covers the extents of the existing Hillington Park industrial estate in addition to a smaller pocket of land to the north of Mossland Road, Mossland Drive and Napier Road. Situated adjacent to the M8, A8 and A736 trunk roads, the industrial estate is well served by public roads.
7. The estate comprises over 200 buildings with uses including offices, distribution, warehousing and independent trades workshops. The majority of buildings on the site are two storeys in height and the tallest (Merlin House) comprises four storeys of office development. The industrial estate boundary also includes the former site of the Rolls Royce engine works, which ceased operation in 2003.
8. The site and surrounding area were visited during January 2014 to obtain familiarity with the landscape and to perform a landscape appraisal and photographic report.

Field studies and desk based studies of photographs, map information, character assessments and statutory and emerging planning policy documents have enabled the recording of landscape elements such as topography, land use, development, vegetation and other features. This has allowed an evaluation of the existing landscape characteristics, features, the way the landscape is experienced and the value of the landscape and visual resources in and around the site, and the key effects to be analysed. Initial visibility studies have ascertained the extent of the zone of visual influence and on this basis the study area has been defined as 5km from the SPZ boundary.

## 2 Legislation and policy

### Local policies

9. Planning policy for Renfrewshire is provided in the Renfrewshire Local Plan 2006 and the emerging Local Development Plan 2013.

#### *Renfrewshire Adopted Local Plan (Adopted 7<sup>th</sup> March 2006)*

10. Strategic policy 4, which relates to the protection and enhancement of the environment and states that:

*'The valuable natural and built heritage resources within Renfrewshire will be protected by a prohibition on development which would have an unacceptable effect on these assets; the council will, where possible, seek to enhance these important resources. In addition the council will seek to secure high quality design for new developments.'*

11. Specifically, policies directly relevant to this assessment and the preservation and enhancement of natural and built assets include those set out below.

12. Policy ENV1, which relates to the protection of international designations, states that:

*'The Council safeguards the sites subject to international nature conservation designation. Development proposals which, in the Council's view, will affect these sites will be determined in accordance with Part IV of The Conservation (Natural Habitats, etc.) Regulations 1994 and NPPG14, Natural Heritage.'*

13. Policy ENV2, which relates to the protection of national designations, states that:

*'The Council safeguards the nature conservation value of Sites of Special Scientific Interest. Development proposals which, in the Council's view, will affect these sites will be determined in accordance with national planning guidance given in NPPG 14, Natural Heritage.'*

14. Policy ENV7, which relates to the planting and management of trees and woodland, states that:

*'The Council seeks to enhance trees and woodlands throughout its area by:*

*i) Promoting the planting of broad leaved and native species...*

*iii) Protecting and promoting positive management of hedgerows, street trees*

*and any other trees considered to contribute to the amenity of an area...'*

15. Policy ENV14, which relates to conservation areas, states that:

*A 'The Council will protect, preserve and enhance the unique townscape qualities of the Conservation Areas. The Council seeks the retention, sensitive restoration and appropriate reuse of all structures/buildings that make a material contribution to the historic character of the Area. Any proposals for new development will have to meet the requirements of policy ENV 14.'*

***Emerging local development plan 2013***

16. The emerging local development plan also sets out a number of policies that relate directly to the conservation and enhancement of the natural environment.

17. Policy P7 relates to the green network and states that:

*'The Council will support and promote development which safeguards existing green networks and / or has the potential to contribute to an integrated green network where there are opportunities for activity and access to open space as well increasing accessibility in and around communities and places.'*

18. Policy P8 relates to open space and states that:

*'New development should, where appropriate, incorporate accessible multi-functional open space, recreational facilities and amenity space of a quality and quantity, in the right location, to meet the needs arising from the development.'*

19. Policy ENV2 relates to natural heritage and states that:

*'The Council welcome any development which does not have an adverse effect on the integrity of sites protected for their natural conservation interest.'*

***Glasgow City Council Local Development Plan***

20. City Plan 2 is the adopted local plan for Glasgow. It states that its aim is to protect, improve and develop Glasgow's historic and natural environments, improve the image of the city and make sure that new development is sustainably designed and built.

21. Policy ENV7 relates to national, regional and local environmental designations and states that:

22. *'Proposals should not have an adverse effect, either directly or indirectly, on the integrity or character of one or more of the natural, or special, features covered by an Environmental Designation (see Definition) listed below, or those sites which receive such a designation during the lifetime of City Plan 2:*

- *Sites of Special Scientific Interest (SSSI)*
- *Local Nature Reserves (LNR)*
- *Sites of City-wide Importance for Nature Conservation (C-SINC)*
- *Local Sites of Importance for Nature Conservation (L-SINC)*

- *Green Corridors (formerly Corridors of Wildlife and/or Landscape Importance)*
  - *Sites of Special Landscape Importance (SSLI)*
  - *Tree Preservation Orders (TPO)*
  - *Ancient, Long Established and Semi-natural Woodlands*
  - *Gardens and Designed Landscapes*
  - *Water courses, lochs, ponds and wetlands'*
23. Policy ENV8 relates to the protection of trees, woodland and hedgerows from inappropriate development and states that:

*'Proposals should demonstrate, to the satisfaction of the Council, that:*

- *the development will be sited and designed to minimise adverse impacts on the biodiversity of the site, including its environmental quality, ecological status and viability;*
- *where any individual trees, groups of trees, woodlands or hedgerows would be lost, the applicant will provide compensatory planting'*

### **3 SPZ area context**

#### **Topography**

24. The topography in the area is characterised by two distinct, strongly contrasting landforms; prominent hummocks to a maximum height of 50m AOD and the low-lying, flat landform of the floodplain (figure 1). The floodplains are extensive, covering much of the landscape to the west of the SPZ area.
25. Glaciers and post-glacial rivers have been the dominant driving force in shaping the landscape. The River Clyde is the main river in the area, rising in the southern Uplands and flowing north-west through Glasgow to the Clyde estuary and the Firth of Clyde. The river has historically played a crucial role in the development of the city. Since the mid-eighteenth century, modern engineering practice has constrained the River Clyde's course through canalisation and flood embankment with the purpose of developing and maintaining a deep-water channel for navigation into the heart of Glasgow.
26. The SPZ area itself is flat and relatively low lying in a local context at less than 10m AOD. The site is located at the bottom of the broad flat river valley of the Clyde but is not prone to river flooding. The site displays little variation in elevation although the land rises slightly to the southern boundary and the Railway embankment, which lies on an east-west axis and sits at an elevation of 15m AOD.

#### **Vegetation**

27. The 5km study area is densely populated, with only small pockets of agricultural land present. Woodland and tree cover is relatively extensive in these open pockets but particularly sparse within the dense urban fabric of the city, remaining on steeper ground or along the main watercourses where development has been too costly or difficult. Woodland types that are present are diverse and range from conifer plantations to ancient and semi-natural woodlands of high conservation value. Most

notably, woodland cover is prominent and a defining characteristic of the landscape type in the areas of Pollok Country Park and Hurllet, located 3km to the south-east and 2.5km to the south respectively. Within Pollok Country Park, semi-natural woodlands are extensive and cover 65ha, equivalent to 44% of the total area. These stands are dominated by beech, sycamore, lime, oak, Corsican and Scots pine. There are also large areas of ancient woodland within the study area to the south of the SPZ at Hurllet Hill and Bull Wood.

28. The SPZ area itself is densely developed with a generally weak landscape structure consisting of few open green spaces or significant areas of planting. The primary routes through the area are, however, lined by mature street trees. Hillington Road, Montrose Avenue, Earl Haig Road, Carnegie Road and Penilee Road are planted with *Prunus* spp. and *Acer* spp. within soft verges.
29. Other routes within the park consist of intermittent tree planting along the street edge or at key junctions and roundabouts. Much of the park has little tree or shrub planting and is overwhelmingly hard in nature.
30. Planting on the SPZ boundary is mixed, with adjacent land uses partly screened from industrial uses and other edges exposed to a more dominant urban form.
31. The eastern boundary is defined by a dense and mature mixed deciduous tree belt and understory vegetation that follows the alignment of the dismantled railway line. The SPZ area is well enclosed by this vegetation. There are currently no pedestrian or vehicular links between Hillington Park and Fifty Pitches Road.
32. The northern edge of the SPZ is currently under-utilised and forms a relatively narrow strip of open space following the alignment of the M8 motorway. The motorway / business park interface is partly open, with a number of randomly spaced semi-mature trees partially screening industrial development on Mossland Road and Mossland Drive. The existing offices of BAA and Circle Express Ltd are prominent landmarks to the north of Hillington Park and from the M8 motorway.
33. The southern boundary lies adjacent to the existing railway line and is defined by a grass belt approximately 20m in width and planted with mature mixed deciduous trees to an average height of 10-12m.
34. Vegetation on the western boundary is particularly sparse. This edge of the business park is not active and is defined by a 2m high palisade fence and the blank façades of single storey industrial buildings. This edge is in sharp contrast to the open agricultural land to the west, bounded by a low clipped mixed native hedge.

### **Land use and settlement**

35. The study area is predominantly urban with small isolated pockets of agricultural land to the south and west of the SPZ. Hillington Park is located on the eastern edge of Glasgow city, to the east of Paisley and south of Renfrew.
36. As a distinctly urban area, land use is mixed but composed predominantly of residential, commercial and industrial land uses. Historically, the River Clyde has defined the pattern of development, which still exists today. Heavy industrial uses follow the alignment of the river between Goran and Clyde. The construction of the



M8 motorway has further modified the pattern and expansion of development in the study area as large retail units have developed along the road corridor to the north of Hillington Park.

37. To the south of Hillington Park is the residential district of Hillington and to the south-east is Cardonald.

#### **Public rights of way**

38. There are no public rights of way in the study area or specifically within the SPZ.

#### **Statutory designations**

39. There are a number of environmental designations in the study area that are of direct importance to the assessment of existing landscape parameters (figure 2). Landscape designations are generally associated with urban development and remnant estate parklands at Pollok Park and Hurllet. Sites include gardens and designed landscapes at Pollok, Victoria Park, Kelvingrove and the Glasgow botanic gardens.
40. Ecological designations of international importance are associated with the floodplains and include SSSIs and SPAs to the north-west of the study area. These sites include the tidal waters of the Clyde and its tributaries and are designated for the abundant submerged aquatic vegetation, typical of the brackish conditions, and the large numbers of Whooper swans that overwinter in the area. Ancient woodland is not particularly abundant in the study area and is restricted to areas within Pollock Park, Hurllet and the floodplains to the north-west.
41. There are a large number of heritage assets in the study area, which are generally associated with the historic centres of Paisley and Glasgow. These areas are recognised by the abundance of listed buildings and are locally designated as conservation areas. Further conservation areas are present at Pollok Park, Pollokshields, Govan, Scotstoun and Thornley Park.
42. There are no statutory designations within the SPZ, although there are two structures or areas within the SPZ area that are of local interest. These are the remaining portion of North Hillington steading, and the garden on Watt Road including the datestone from the original opening of the estate in 1938. A full assessment of the local archaeological and heritage conditions of the study area, and the impact of the SPZ on it can be found in the accompanying Heritage Statement.

## **4 Landscape appraisal**

### **Landscape character assessment**

43. The site itself is characterised by prominent and numerous industrial and commercial activities. The wider area is predominantly residential, although ribbons of commercial and industrial units are present along the River Clyde and M8 road corridors, reflecting historical and present day development patterns respectively. Due to the highly developed, urban fabric positive landscape features are sparse and the landscape structure is generally weak. Overall, due to the level of connectivity and land use patterns, the site's capacity for development is high.

### ***National character area***

44. The site is located within an urban area and so is not assessed in the National Scottish Natural Heritage landscape character assessment<sup>1</sup>. A number of character types are represented in the wider 5km study area (figure 3), The effects on these will be a material consideration in the assessment and so these character areas are briefly described below.

### ***Alluvial flood plain***

45. The area is predominantly rural and occurs in an area within the River Clyde river valley. Alluvial deposits associated with the Clyde and its tributaries, together with peat deposits have had the greatest influence on the landscape. The area is generally flat and fertile and has high agricultural quality. As a result, arable land is predominant with some improved pasture and relatively little woodland cover, which is restricted to field boundaries. Large-scale industry has also had a major impact on the landscape at Glasgow International Airport and Bishopton. Particularly to the east, the area has strong visual connections with the urban area of Glasgow. This influence decreases to the west.

### ***Green corridors***

46. These areas are characterised by linear open spaces that penetrate into the urban fabric. Their characteristics are diverse, although a lack of development is a consistent, unifying feature. They provide valuable amenity space and wildlife resources and are strongly influenced by the urban form, with some areas under significant development pressure.

### ***Rugged Upland Farmland***

47. This character type forms a transitional landscape between the plateau farmland landscape and the rugged moorland to the north-west. The landscape is characterised by a rugged hummocky landform interspersed with more gentle farmland. Woodland cover is extensive and covers many of the rugged hillocks, with beech hedgerow trees a common feature. There is a lesser degree of urban influence than the aforementioned character areas, but urban fringe features remain. Isolated urban development, electricity infrastructure and the aural impact of Glasgow International Airport all have a degrading influence on the landscape.

### ***Urban Greenspace***

48. Two large character areas of the Urban Greenspace character type lie approximately 1.5km to the south of the SPZ area. The areas are undeveloped remnants of large estate parkland; Pollok Park and Hurler. Both areas are bounded by urban development, but are characterised by their relative tranquillity. Landform is gently undulating and traversed by a series of watercourses. The two areas are in good condition. Parkland trees and woodland remain and provide a strong landscape structure interspersed with areas of low scrub and pasture land. There is significant development pressure on the two areas, particularly on the edge of the Pollok Estate.

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<sup>1</sup> <http://www.snh.gov.uk/protecting-scotlands-nature/looking-after-landscapes/lca/>

## Visual appraisal

49. The visual baseline seeks to establish the extent of the application site's visual envelope and to identify the visual receptors that may be affected by the development proposals, the nature of the views they experience, the location from which they experience the view and the sensitivity of the view to change.
50. A baseline visual envelope has been produced using a digital terrain model (DTM). The DTM used was based on Ordnance Survey Landform Profile tiles, providing a digital record of existing landform across the UK based on a 10m grid out to a distance of 5km from the SPZ boundary. This zone of visual influence (ZVI) identifies the area from which existing development within the SPZ boundary is visible when viewed from a height of 1.8m within the surrounding study area. The ZVI is illustrated on figure 4.
51. It is not feasible to illustrate all potential viewpoints within the ZVI. Therefore, a number of viewpoints have been selected that best demonstrate how the site interacts with the landscape. The viewpoints chosen provide a representative selection of views from locations where the site is visible and cover a range of receptors from varying directions. These views V1 – V12 and the viewpoint location plan are illustrated in figures 5 to 17 and help to illustrate the findings of the visual appraisal. The findings of the visual appraisal are set out in the following paragraphs.
52. **The density, scale and pattern of development are the main determining factors on the extent of the zone of visual influence.** Views are largely restricted to locations no more than 0.5km from the SPZ boundary. The landform rises sharply to the north of the study area, however, to form the prominent, sparsely settled Campsie Hills. Due to the viewing distances involved and the substantial area of conurbation that forms the setting of the SPZ area, Hillington Park is barely perceived in views from the Campsie Hills.
53. **Views are possible from the M8 motorway, east and westbound.** The motorway is elevated and allows transient views of existing development to the north of Hillington Park on Mossland Road, Mossland Drive and Hillington Road. The large majority of the existing business park is not perceived from the M8 motorway.
54. **Local views from the north are obstructed by the M8 motorway and the A8, which has been constructed on a raised embankment planted with a narrow belt of trees and understorey vegetation.** Despite the proximity of residential development on Cockels Loan, Cairn Avenue, Glen Sax Drive and Tower Avenue (refer to figure 6, viewpoint 1), inter-visibility with development on Mossland Drive is minimal and restricted to glimpsed views from first-storey windows through the upper canopies of intervening trees to the upper storeys of existing offices on Mossland Road. It is important to note that filtered views are only available during the winter months and vastly reduced during the growing season.
55. **Due to the level nature of the landform, local views from residential properties further north but less than 1.5km from the SPZ area are entirely obstructed by intervening development.** Further north of the A814 and at distances greater than 1.5km, views of Hillington Park are possible from high-rise flats on elevated hummocks within the area surrounding and including Knightswood. Due to the viewing distance, density of local development and comparable building heights

between Hillington Park and adjacent land uses, the SPZ area is perceptible as a small and indistinguishable element of a much larger conurbation.

56. **To the north-east and east, similar townscape conditions reduce the degree of inter-visibility for both short and long distance views.** The M8 motorway turns to follow a more north-west to south-east alignment, almost parallel to the SPZ area's eastern boundary. Adjacent land uses between the M8 and park boundary are large-scale business. Inter-visibility with the site is negligible, obstructed in this case by a dense belt of tree and under-storey vegetation, which follows the alignment of the dismantled railway line (refer to figure 8, viewpoint 3). Such is the density and depth of vegetation on this boundary that there is no variation in visibility for both winter and summer months.
57. **Inter-visibility between the SPZ area and receptors to the south-east are restricted to the upper-storeys of two high-rise flats at Queensland Court / Gardens.** Receptors from this small number of elevated storeys perceive the majority of the business park. Figure 9, viewpoint 4, is taken from an elevated location and clearly shows the distribution of vegetation along the railway line and the relationship between residential properties on Queensland Drive, the tree belt (viewed obliquely) and existing development within Hillington Park, which is screened from view. Existing development within Hillington Park is situated at a lower elevation than the railway line and adjacent properties to the south. Current building levels are such that development is not visible above the tree line.
58. **Views from immediately south of Hillington Park are available from the rear of residential properties on the northern side of Chirnside Road, Ladykirk Road and Linburn Road and Hillington East Railway Station (refer to figure 10, viewpoint 5).** Partial screening is provided by intermittent vegetation adjacent to the railway line. The level of inter-visibility varies for receptors on the southern boundary and is determined by the distribution and density of vegetation. Views incorporate a particularly small area of Hillington Park but define the nature and character of the residential properties' outlook.
59. **Views from residential properties further south of the SPZ area are generally screened by intervening development and the raised embankment of the railway line (refer to figure 14, viewpoint 9, figure 13, viewpoint 8).** There are, however, a number of elevated locations where much of the existing development in the SPZ area is visible. Four storey residential blocks at 70-160 Hartlaw Crescent are located on the northern slope of a prominent hummock at elevations of 30-40m AOD (refer to figure 11, viewpoint 6). In addition, further two storey residential development and Hillington Primary School on the southern side of Hartlaw Crescent are located at increased elevations of 40-45m AOD. These elevated locations provide receptors with open views over Hillington, Renfrew and Clydebank to the north as far as the Campsie Hills. Existing development within the SPZ area is prominent due to the scale of building footprints and blank façades, which form a strong characterising feature of the view. The landscape structure within Hillington Park is weak and does little to reduce the impact of existing development.
60. **Further west on Hartlaw Crescent, and within a small area of open green space, views are considerably more open due to the width of the field of view (refer to figure 12, viewpoint 7).** The building heights of the existing development in Hillington Park are comparable with local residential properties, although the contrast in

vegetation cover is strong. Surrounding residential developments are broken up by a relatively high number of trees. Hillington Park, in contrast, is particularly sparsely vegetated and over-developed. The result is that the existing business park is poorly absorbed into the landscape and this, when compounded by the white, blank façade treatment of existing development, creates a weak and prominent feature of the wider townscape.

61. **Receptors are restricted to road users of Penilee Road north of Queen Elizabeth Avenue (figure 15, viewpoint 10) and Arkleston Road as far as Arkleston Crescent (figure 16, viewpoint 11).** To the east of the SPZ is an area of undeveloped agricultural land. Hillington Park forms part of the development edge adjacent to Penilee Road. Industrial units on the western edge of Hillington Park are large and constructed with a minimal buffer to the existing boundary. This urban / rural interface is weak, due to the scale of development, blank façade and absence of vegetation. From these locations, only development on the western boundary of the business park is visible.

#### *Sensitive receptors*

62. The landscape appraisal (summarised on figure 4) has identified key visual receptors in the landscape that are sensitive to future development and re-development within the SPZ area. These are:

- Residential properties immediately to the north of the M8 motorway
- Residential properties immediately to the south of the SPZ area
- Elevated residential properties on Hartlaw Crescent
- Road users on Penilee Road and Arkleston Road
- Railway users

To a lesser degree, receptors more tolerant to change in the landscape have been identified. These are:

- Road users of the M8 motorway
- Road users of Sandwood Road and Hillington Road

## **5 Development parameters**

63. The visual receptors identified above and the overall landscape character of the local area have been given a high level of consideration in drawing up the development parameters. Development should only be permitted under the SPZ if it is in accordance with the parameters listed below. Reference is also made to the development parameters and the SPZ Spatial Framework.
64. The existing spatial framework will be retained, with definition of a hierarchical movement network seeking to improve and further reinforce the current primary routes. New development will be sited and constrained within the existing spatial framework.
65. Building height parameters for development have been defined by both urban design considerations, with the aim of creating a strong, legible fabric, and landscape considerations, with the aim of assimilating the development in context and mitigating

any potential negative effects on local receptors (as described in paragraph 62). The building height parameters can be found on plan 3 of the SPZ document.

66. Future development within the majority of the SPZ is constrained by a 12m maximum building height (not including chimneys or flues etc.). This development parameter reflects the existing maximum height of buildings within the core areas of the park and is comparable with adjacent and local land uses.
67. Land parcels adjacent to Hillington Road and the M8 motorway are defined as a gateway zone. The design guidance and development parameters for this zone are defined with the intention of enhancing the importance of this route for road users. Definition of a building zone associated with Hillington Road allows an increase in building height to 16m from Deanside Road to Carnegie Road / Queen Elizabeth Avenue. A distinct development zone to the north of Deanside Road allows a further increase in building height to 20m.
68. Building heights on the southern boundary and adjacent to residential development are restricted to 8m in height.
69. The remaining portion of North Hillington steading and the garden on Watt Road including the datestone fall within zone A, the core business/employment area. The former steading lies within one of the existing nodes. The design guidance accompanying the SPZ highlights the importance of the existing green spaces and tree canopy to the character and identity of the estate and describes the use of these spaces within a reinforced street hierarchy.

## **6 Landscape strategy**

70. In addition to the development parameters outlined above, a broad over-arching landscape strategy seeks to mitigate any residual visual impact resulting from future development.
71. Each hierarchy component will consist of a distinctive character achieved by use of surface materials, planting and siting of buildings.
72. As discussed, existing vegetation and two major roads provide a high degree of separation and screening to the existing development from locations to the north. Whilst screening is currently sufficient for new development up to 16m, an additional landscape 'no build' zone is defined to improve the landscape structure. The treatment of this landscape zone is not required to provide screening but to improve the interface between new development and adjacent land uses to the north.
73. Planting will be native in origin and selected from locally prevalent species of local provenance. New planting will accord with conditions relating to bird hazard management (relating to the airport safeguarding area).
74. Planting on the western boundary will be retained and maintained according to good horticultural practice. The development of potential future road links between Johnstone Road, Carnegie Road and Fifty Pitches Road will require removal of existing vegetation and the opening up of views into the SPZ area from the immediate east. Supplementary planting will be provided to compensate for the loss of planting.

75. The future development of land parcels on the western boundary of Hillington Park will provide mixed native hedgerow planting and randomly spaced hedgerow trees using locally prevalent species to define the boundary. Security fencing, if required, will be provided on the western side of new structure planting.

## **7 Effects on landscape character and views**

76. The form, scale and nature of potential future development within the SPZ area mean that there will be potential effects on the landscape character of the area, landscape resources and on views. The following paragraphs describe those potential effects.

### **Potential effects on landscape character**

77. The SPZ area is located within a dense urban landscape characterised by a high level of industrial activity. There are numerous large-scale industrial and business developments, including construction of new commercial development to the north of the M8 motorway at Braille Crescent, Kings Inch Drive and Fifty Pitches Road. The SPZ area is set within a rapidly changing landscape, which has a relatively high capacity for development. Any future development within the SPZ area will be perceived within the context of a densely populated and inherently industrial urban fabric and therefore any minimal change in the landscape resource will result in a negligible change to the overall landscape / townscape character of the area.
78. The core area of the SPZ is currently well developed and so any future development will result in a negligible change to the landscape resource and will not result in a change in land use. Implementation of development in line with the design guide and landscape strategy will introduce an improved landscape structure, including open green space at key nodes, improved landscape planting and improved relationship between buildings and the street scene. The changes are considered to have a positive effect on the quality of the business park without substantial deviation from the existing spatial and building parameters. Any development of this area will therefore result in a small positive change in landscape character.
79. Development of land to the north of the SPZ area adjacent to Mossland Road and Mossland Drive will result in a significant change in land use and therefore to the inherent landscape resource. Due to the limited zone of visual influence of this plot, however, the direct effects on landscape character resulting from development are not widespread. The immediate townscape setting of this undeveloped area is also distinctly urban and located on a primary arterial route. In conclusion, development in this area will not significantly affect the character of the immediate landscape.
80. Long distance views of the SPZ area are not a characteristic of the landscape character types present in the study area, due to the generally level nature of the landform and the density and distribution of development. Any change to the built form will generally have very localised effects on local townscape character as described above, but will not directly affect the experiential value or nature of the landscape character areas shown on figure 3. Increased planting on the western and southern boundaries using locally prevalent native species, and the definition of building height parameters that do not increase the level of inter-visibility with sensitive receptors (as listed in paragraph 62), ensure that new development will not have a negligible impact on the local townscape.

### Potential effects on views

81. Paragraph 62 sets out the range of potential available views of the site. A summary of the visual effects of potential future development in accordance with the SPZ design guidance and development parameters is set out below.
82. **Effects on views from the M8 motorway.** New development to the north of Mossland Drive and Mossland Road and future redevelopment of plots north of Deanside Road will be clearly visible. Views are highly transient in nature, however, and perceived in the context of large scale industrial and retail development.
83. **Effects on views from south facing, first floor windows of residential properties immediately to the north of the M8 motorway (refer to figure 6 viewpoint 1).** Currently, the tallest building within Hillington Park is Merlin House on Mossland Road. As discussed in paragraph 54, inter-visibility with existing development in Hillington Park is minimal and restricted to the higher storeys of Merlin House and filtered through existing vegetation on a raised embankment adjacent to the M8 motorway. Constraints on future development are defined as a maximum height of 16m, comparable with the height of Merlin House. While future development will increase the level of inter-visibility to a small degree, the visual impact is not considered to be significant. A degree of separation will be retained and intervening vegetation will be supplemented with tree planting within the 'no-build' zone adjacent to the northern boundary. Views will therefore remain filtered and negligible during the summer months. It is also important to note that any future development to the north of the SPZ is consistent with the character of the local townscape and will be viewed in the context of existing intrusive urban elements such as the M8 motorway.
84. **Effects on views from the railway line and north facing windows and gardens of residential properties on Chirnside Road and Linburn Road (refer to figure 10, viewpoint 5).** Development on the southern boundary of Hillington Park is constrained to a building height of 8m. Redevelopment will have a negligible effect on the nature of the view as it will not introduce new or uncharacteristic elements and will be comparable in use, scale and massing. New planting within each development parcel will serve to supplement existing intervening vegetation. Sensitive and improved façade treatment will also have a minor positive impact on the quality of views.
85. **Effects on views from elevated locations on Hartlaw Crescent (refer to figure 14, viewpoint 9, figure 13, viewpoint 8, figure 12, viewpoint 7).** Redevelopment is constrained to the existing spatial framework and will be consistent in use. Building heights parameters allow a degree of height increase for areas of the SPZ and new development will increase the spread of urban form to the north. Despite this, it is concluded that, due to the elevated outlook, distance to the site and urban context, such a small increase in the scale, massing and extent of urban form will not be clearly perceived from these locations. Development will therefore not have a significant negative impact on the nature or quality of the view. New structure planting, small variations in building height and sensitive façade treatment will serve to break up the uniform urban fabric of the SPZ area, helping to absorb Hillington Park into its town and landscape setting.
86. **Effects on views from Hillington Road / Sandwood Road to the south of the railway line.** Due to the low level of inter-visibility with existing development to the south of the business park and the comparable building height and use of potential



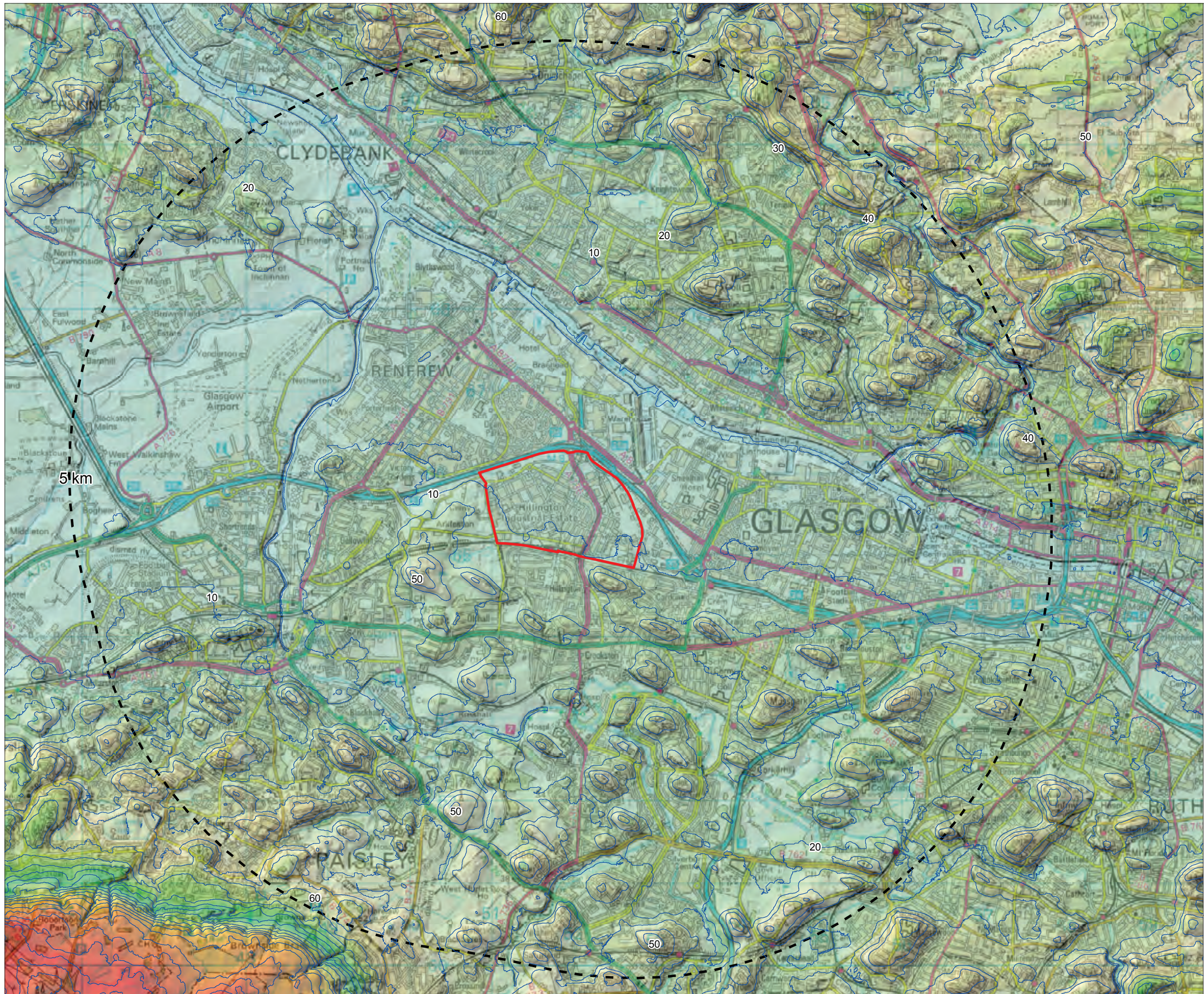
future development, there will be a negligible negative effect on the quality or nature of views from Hillington and Sandwood Roads.

87. **Effects on views from Penilee and Arkleston Road (figure 15, viewpoint 10, figure 16, viewpoint 11).** Development on the western boundary of the SPZ is currently prominent, characterised by a large blank white façade treatment that forms a negative feature of local views from open agricultural land. Receptors are considered to be of moderate sensitivity and so an appropriate level of consideration has been applied to new building parameters on this urban edge. New building heights match the existing and provision has been made to ensure that the design of potential re-development applies a sensitive façade treatment and includes boundary planting, to incorporate native hedgerows and hedgerow trees. In consideration of this, re-development within the parameters outlined in the spatial framework proposals will reduce the prominence and abruptness of the urban fringe for views from Penilee and Arkleston Road. The SPZ will have a minor positive effect on the quality of views.

## 8 Summary

88. The landscape and visual appraisal shows that the local pattern of topography, vegetation and development limits the extent to which the SPZ area is visible in the landscape / townscape. Receptors that have been identified are of varying sensitivity. Due to the low level of inter-visibility, lack of change to the type of land use and minimal increase in the scale, massing and extent of urban form, no significant negative visual or landscape effects have been identified within the study area.
89. A holistic approach to the distribution of structure planting, material use, building type and height will significantly improve the legibility of the business park for both pedestrians and road users. Improvements in surveillance and key retail and green space nodes will further serve to improve the overall character of the existing business park and therefore will make a positive contribution to the local townscape.





- 10m contours
- Site boundary

Figure 1  
 Topography  
 Scale: 1:45,000  
 February 2014

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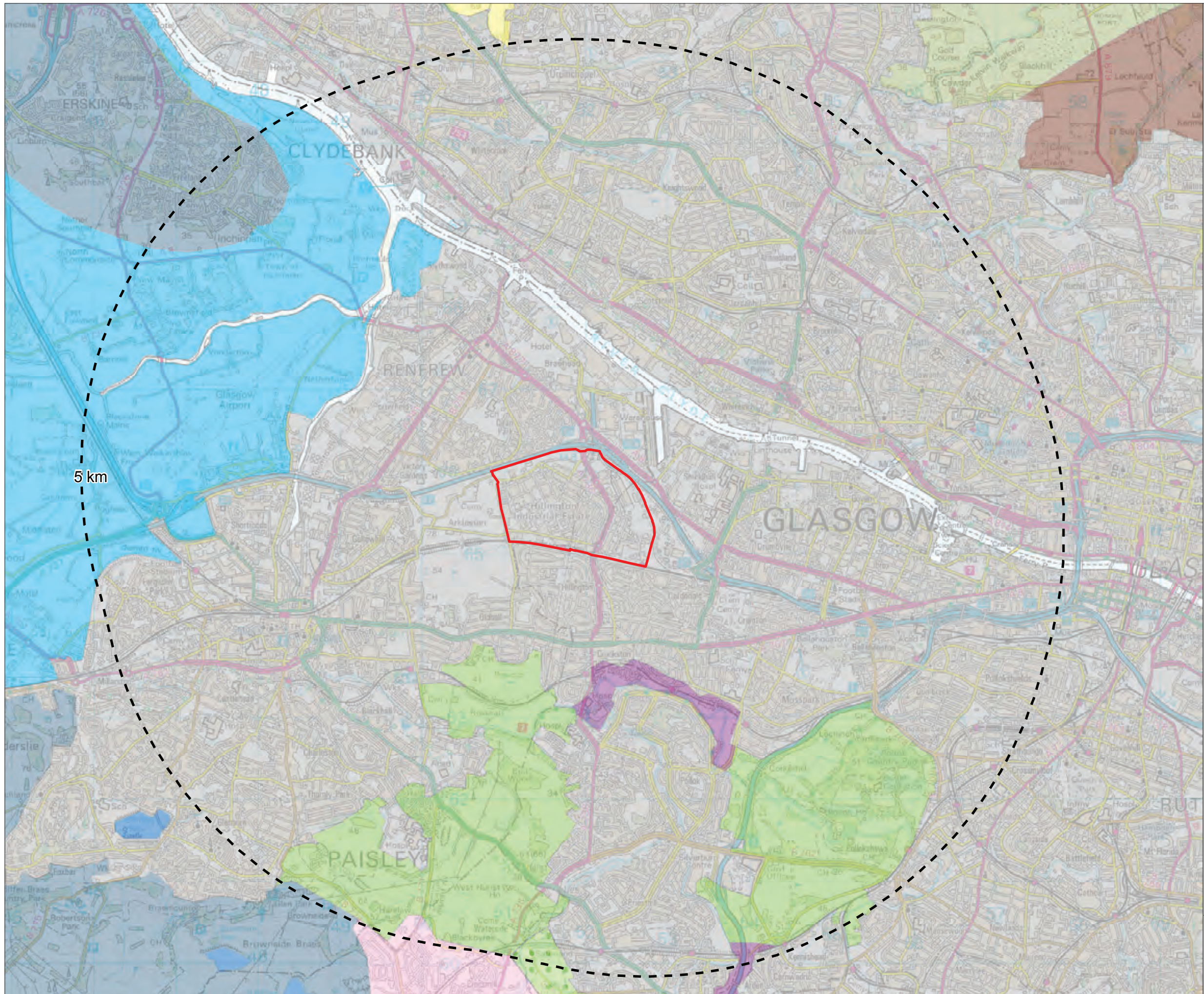




Figure 2  
 Environmental constraints  
 Scale: 1:45,000  
 February 2014

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- Broad Valley Lowland
- Drumlin Foothills
- Floodplain
- Green Corridors
- Inland Loch
- Plateau Farmland
- Rolling Farmland
- Rugged Upland Farmland
- Upland River Valleys
- Urban
- Urban Greenspace
- Site boundary

Figure 3  
 Landscape character areas  
 Scale: 1:45,000  
 February 2014

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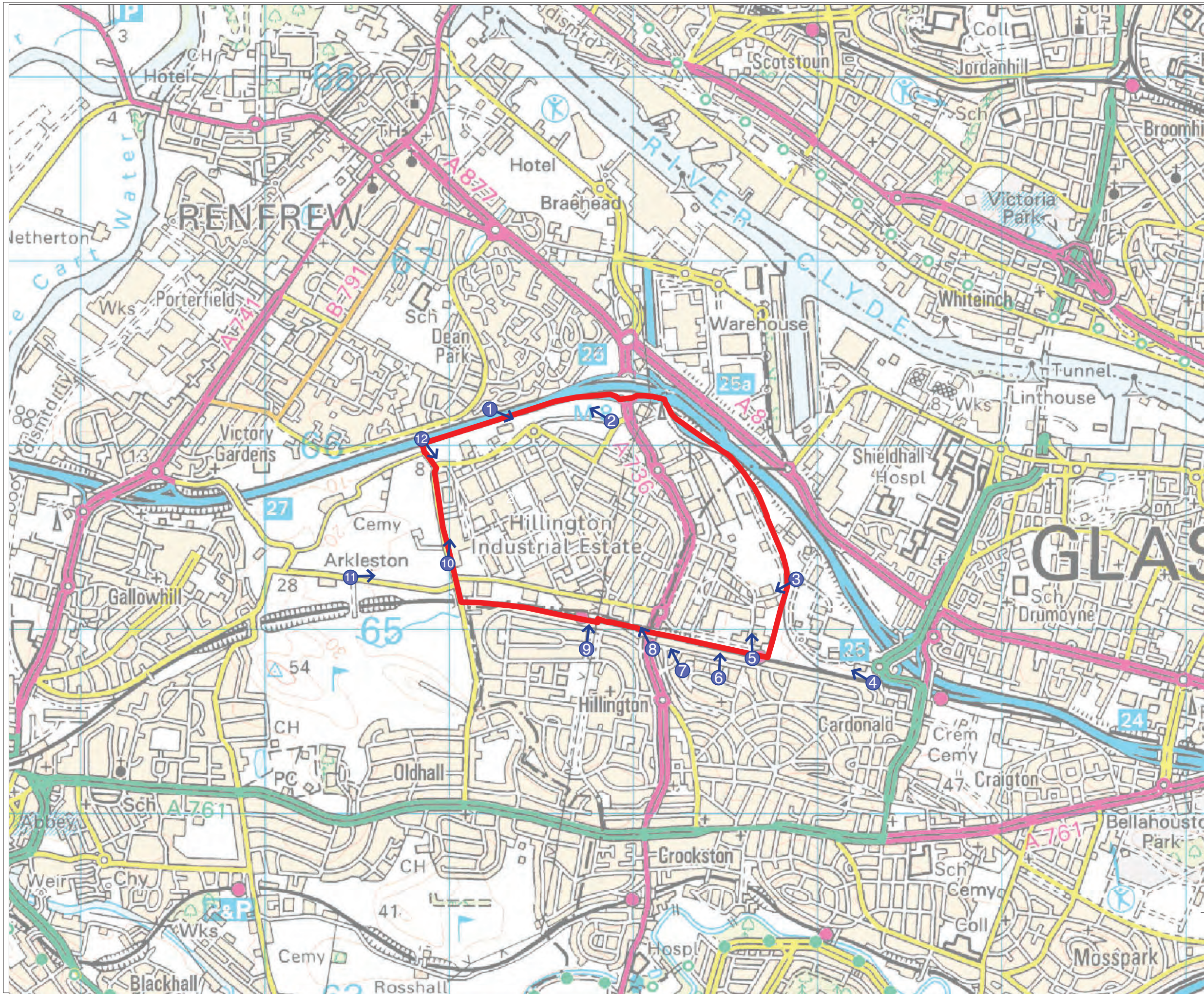


- Existing ZVI
- Woodland
- Site boundary

Figure 4  
 Zone of visual influence  
 Scale: 1:45,000  
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- Site boundary
- ↖ Viewpoint location and orientation

Figure 5  
Viewpoint locations  
Scale: 1:45,000  
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Recent commercial development and construction works on Braille Crescent

Raised embankment, hedgerow and tree belt partially screening views of the M8 motorway and Hillington Park to the south



Garden curtilage of residential properties on Tamar Drive

Figure 6

Viewpoint 1

Location: Taken from footpath to the south of Tamar Drive, north of the M8 motorway and Hillington Park looking south

February 2014





Industrial units on Kelvin Avenue

M8 motorway

Undeveloped open land within Hillington Park on Northern Boundary



Mossland Drive

Campsie Fells

A736 / Hillington Road

Huntly Road

Figure 7  
Viewpoint 2  
Location: Junction of Huntly Road and Mossland Drive within Hillington Park looking west-north  
February 2014





Text

Fifty Pitches Road

Vegetation belt adjacent to dismantled railway line on the eastern boundary of Hillington Park



Figure 8

Viewpoint 3

Location: Taken from roundabout on Fifty Pitches Road to the east of Hillington park

February 2014





Residential properties on Queensland Drive

Southside House

Scottish Mirror Daily Record Building

Residential properties on Queensland Drive

Figure 9  
Viewpoint 4  
Location: Taken from footbridge crossing railway line between Fifty Pitches Road and Queensland Drive adjacent to Queensland Court looking north east  
February 2014



Carnegie Road



Industrial unit on Carnegie Road

Pedestrian link to Carnegie Road, Hillington Park

Scottish Mirror Daily Record Building



Intermittent vegetation adjacent to railway line

Hillington East railway station

Figure 10

Viewpoint 5

Location: Taken from Hillington East Railway station to the rear of residential properties on Chirside Road looking north into Hillington Park

February 2014





Figure 11  
Viewpoint 6  
Location: Taken from Hartlow Crescent overlooking Hillington Park to the Campsie Fells to the north  
February 2014





Figure 12  
 Viewpoint 7  
 Location: Taken from green space on Hartlaw Crescent overlooking Hillington Park to the Campsie Fells in the north  
 February 2014





Figure 13  
Viewpoint 8  
Location: Taken from Chirside Road adjacent to Sandwood Road looking north through railway bridge to Hillington Park  
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Figure 14  
Viewpoint 9  
Location: Taken from Deanfield Quadrant looking north accross railway embankment to Hillington Park  
February 2014





Figure 15  
Viewpoint 10  
Location: Taken from Penilee Road adjacent to western boundary of Hillington Park  
February 2014





Figure 16  
 Viewpoint 11  
 Location: Taken from Arkleston Road looking west towards Glasgow and Hillington Park  
 February 2014



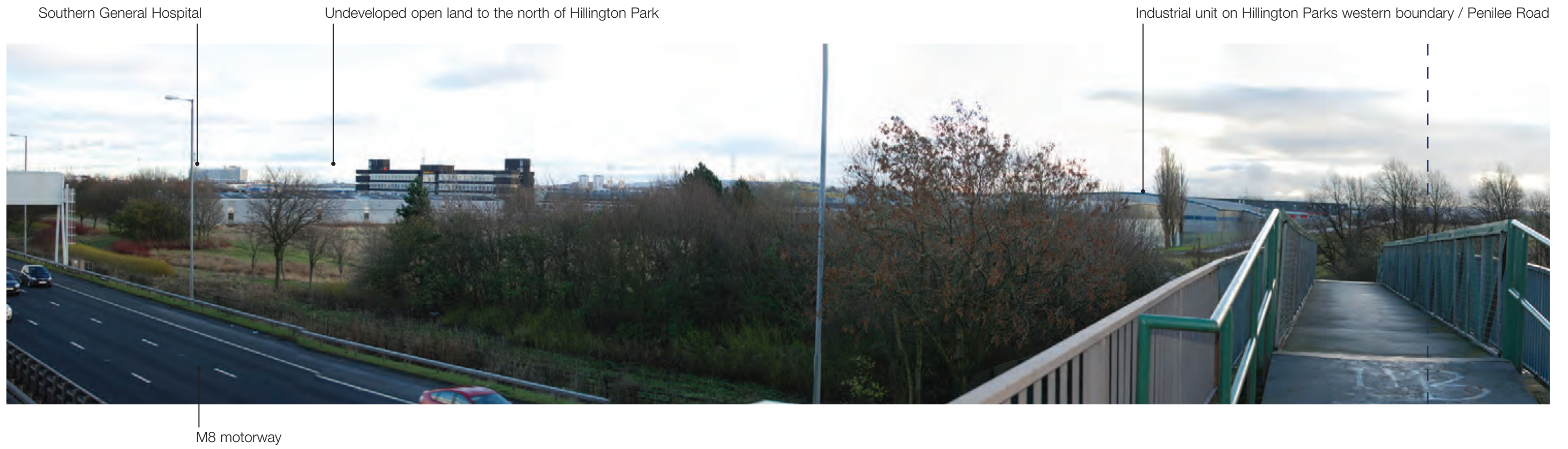


Figure 17  
 Viewpoint 12  
 Location: Taken from footbridge between Arkleston Road and Cockels Loan looking south to Hillington Park  
 February 2014