

# Planning Application: Report of Handling

Reference No. 22/0363/PP



Renfrewshire  
Council

## KEY INFORMATION

**Ward:** Ward 4 – Paisley NorthWest

**Applicant:**  
Renfrewshire Council

**Registered:** 23.05.2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works.

**LOCATION:** Site Linking Inchinnan Road and Harbour Road With Abercorn Street, Paisley

**APPLICATION FOR:** Full Planning Permission

## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy &  
Development



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## IDENTIFIED KEY ISSUES

- The proposed development complies with policies E1, E2, E3, P1, P5, I1, I3, ENV2, ENV4 and ENV5 of the Adopted Local Development Plan and the associated guidance on delivering the Economic, Places, Infrastructure and Environment Strategies.
- There have been no objections from consultees.
- Two letters of representation have been received.

## REPORT OF HANDLING FOR APPLICATION 22/0363/PP

SITE ADDRESS	Site Linking Inchinnan Road and Harbour Road With Abercorn Street, Paisley
PROPOSAL	Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works.
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the formation of a 2-lane road, including a bridge crossing over the White Cart Water, together with associated upgrades to existing roads.</p> <p>The development has been proposed primarily to improve access between Paisley Town Centre and the Advanced Manufacturing and Innovation District (AMIDS) being developed next to Glasgow Airport. The investment may also stimulate wider economic activity by improving connectivity and linking other infrastructure investments both within and to the north of Paisley town centre.</p> <p>The development comprises a north/south route of approx. 1.7km in length, and an east/west route of approx. 550m in length. The routes comprise a combination of new road and the upgrading of existing roads</p> <p>The north/south route comprises of upgrades to Abercorn Street, Harbour Road and Inchinnan Road, and a new road and river crossing to connect Harbour Road with Inchinnan Road. The east/west route comprises of a new road to connect Harbour Road with Renfrew Road.</p>
SITE HISTORY	<p>Application No. 18/0482/PP Description. Erection of business park development (in principle), to include advanced manufacturing, research &amp; development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage or distribution uses Decision. Grant subject to conditions</p> <p>Application No. 17/0884/EO Description. Erection of business park development with associated car parking, access, land engineering and infrastructure work Decision. Environmental Assessment not Required</p> <p>Application No. 17/0485/PP Description. The realignment of Abbotsinch Road, the construction of a bridge over the White Cart Water and the construction of cycleways, associated landscaping, and ancillary infrastructure, and the stopping-up of consequential redundant sections of roads, footpaths, and</p>

	<p>accesses.</p> <p>Decision. Grant subject to conditions.</p>
CONSULTATIONS	<p><b>West of Scotland Archaeology Service</b> – No objection subject to condition regarding the undertaking of archaeological investigations.</p> <p><b>Transport Scotland</b> – No objections.</p> <p><b>SEPA</b> – No objections.</p> <p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objections subject to conditions relating to ground contamination, noise, and air quality.</p> <p><b>Glasgow Airport Safeguarding</b> – No objection subject to conditions relating to Bird Hazard Management and landscaping.</p> <p><b>NATS</b> – No objections.</p> <p><b>NatureScot</b> – No objections.</p>
REPRESENTATIONS	<p>Two letters of representation have been received, both of which object to the proposed development. The points raised in the letters can be summarised as follows.</p> <ol style="list-style-type: none"> <li>1. Increase in traffic.</li> <li>2. Existing challenges for pedestrians and cyclists in terms of movement and accessibility.</li> <li>3. Proposed route runs through an existing business operation.</li> </ol>
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy E1 – Renfrewshire’s Economic Investment Locations  Policy E2 – City Deal Investment Framework  Policy E3 – Transition Areas  Policy P1 – Renfrewshire’s Places  Policy P5 – Green/Blue Network  Policy I1 – Connecting Places  Policy I3 – Flooding and Drainage  Policy ENV2 – Natural Heritage  Policy ENV4 – The Water Environment  Policy ENV5 – Air Quality</p> <p><b>New Development Supplementary Guidance (2021)</b></p> <p>Delivering the Economic Strategy</p>

	<p>Delivering the Places Strategy Delivering the Infrastructure Strategy Delivering the Environment Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
HABITATS REGULATIONS APPRAISAL AND APPROPRIATE ASSESSMENT	<p>The proposed development has been the subject of a Habitats Regulations Appraisal (HRA) and an Appropriate Assessment (AA) both as part of the Local Development Plan and separately as part of the supporting information associated with this application.</p> <p>For the purposes of this application, the HRA notes that the development has the potential to impact the qualifying interest of the Black Cart SPA and Inner Clyde SPA as these are downstream of the development site.</p> <p>However, the AA concludes that this potential impact can be suitably mitigated through the implementation of an environmental management plan at the construction stage to control pollution and sediment run off. The requirement for an environmental management plan can be addressed through a planning condition. NatureScot have been consulted on the above and have offered no objections to the development.</p>
ENVIRONMENTAL ASSESSMENT	<p>Both planning permissions relating to the formation of AMIDS (17/0485/PP for the Glasgow Airport Investment Area infrastructure and 18/0482/PP for the business park) have been subject to environmental assessment with respect to the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. Application 17/0485/PP was accompanied by an Environmental Impact Assessment, and it was determined that application 18/0482/PP did not require an Environmental Impact Assessment.</p> <p>For the purposes of this application, the proposal is a “schedule 2 development” as it comprises the construction of roads where the area of the works exceeds 1 hectare. However, given the characteristics of the development, the location of the development, and the characteristics of the potential impact, it is not considered that an Environmental Impact Assessment is required to support this application. Environmental matters arising from the proposed development can be fully addressed as part of the planning assessment.</p>

<p>PLANNING ASSESSMENT</p>	<p>The fourth National Planning Framework (NPF4) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p>Policy E2 provides a framework of investment for Renfrewshire's City Deal projects. The policy states that these investment projects as set out in Figure 4 of the local development plan will be supported to ensure the anticipated economic benefits are fully realised.</p> <p>Figure 4 highlights the Paisley North Regeneration Area as forming part of this framework. The proposed development is located within this regeneration area.</p> <p>All development proposals associated with the delivery of City Deal investment will be considered in relation to the relevant Local Development Plan policies and the new development supplementary guidance.</p> <p>The proposed east/west link and the section of north/south link covering Abercorn Street, Harbour Road and the new bridge crossing are located within the Paisley Town Centre North Transition Area. Policy E3 states that transition areas aim to support a mix of uses. Development proposals within a transition area require to be able to co-exist with existing uses, having no significant effect on the character and amenity of the surrounding area.</p> <p>Figure 2 within the new development supplementary guidance lists acceptable uses with the transition areas. The acceptable uses at Paisley Town Centre North include opportunities to enhance access to Glasgow Airport and AMIDS.</p> <p>As the proposed development will improve access to Glasgow Airport and AMIDS, it is considered to comply with Policy E3 in principle. The development must thereafter be assessed against the relevant guidance on delivering the economic and spatial strategies.</p> <p>The proposed development is appropriate for the area. It is noted that the development will not only enhance access to Glasgow Airport and AMIDS but will also improve connectivity for existing businesses within the area. The new road will also provide a framework for further development in the area.</p>
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	<p>The development will enhance accessibility for pedestrians and cyclists and will improve connections between Abercorn Street and the public transport links on Renfrew Road. The development will also make use of vacant land, and there is suitable provision for landscaping which will enhance the local environment.</p> <p>The development increases the opportunity of bringing economic benefit to the area by stimulating further investment in Paisley North and AMIDS. Economic benefit will be stimulated without significant environmental impact, and it is not anticipated that the surrounding area will experience significant adverse effects with respect to noise or air quality. However further consideration of these matters will be addressed in detail below.</p> <p><b>Impact on local infrastructure, traffic generation and effect of additional traffic</b></p> <p>The development is being funded through the UK Government Levelling Up Fund and forms part of a wider package of proposed works by the Council under the Glasgow City Region City Deal. The planning application is supported by specimen design drawings for the new bridge, active travel and road infrastructure. In addition to swept path assessment and a transport assessment.</p> <p>The consulting team supporting the Council's City Deal and Infrastructure Team include Amey Consulting (roads, active travel, drainage, utilities, lighting and electrical and environmental), Ramboll (structural engineer, bridge and geotechnical design), Beam (structural bridge architects), SYSTRA (Traffic consultant) and Sweco (ecosystems services specialists). The project programme to realise funding commitments requires the planning process and CPO requirements to align. Thereafter, ground investigation works can be carried out and the detailed design package can be formalised. It is therefore considered appropriate that planning conditions are imposed to control the final design of the project in consultation with the Council's Roads Team</p> <p>It is significant to note that the design drawings as submitted in support of the planning application only concern the proposed road and associated infrastructure.</p> <p>It is acknowledged that the former Chivas site is now within the ownership of the Council and plans are progressing in relation to the development of that site. Should the development of the former Chivas site require amendments to the road design this will be done under a separate planning application pertaining to that site.</p> <p>It is not anticipated that the development will have an unacceptable impact on the natural environment. Stretches of new road will be constructed on previously developed land. It is acknowledged that trees and other vegetation along the banks of the White Cart will be removed to accommodate the new bridge crossing. However, the area is not protected by any statutory designations, and there are areas of landscaping identified where compensatory planting can be</p>
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	<p>undertaken.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of <b>Policy E3</b>.</p> <p>The most northerly section of the development site along Inchinnan Road falls within policy E1 and P1 designations. Policy E1 relates to economic investment locations, and the criteria for consideration are the same as those noted above. Policy P1 states that development proposals should be compatible with existing uses.</p> <p>Development proposals within this part of the site relate to the upgrading of Inchinnan Road to form a shared footway/cycleway on one side. These works are compatible with existing uses, will improve accessibility for pedestrians and cyclists and will not have a detrimental impact on character or amenity.</p> <p>It is noted that part of the proposed shared footway/cycleway will be located within an area of green space on the eastern side of an office block at Marchburn Drive. In order to facilitate the proposed active travel route in this area, the trees in this area have been identified for removal. In this regard an appropriate condition has been attached to seek clarification on alternatives which result in the retention of the trees. Should the trees be removed, the condition also requires a compensatory planting scheme to be agreed.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of policies E1 and P1.</p> <p><b>Policy I1</b> states that development proposals require to ensure appropriate provision and accessibility to active travel and public transport networks. Proposals which give priority to sustainable modes of travel and have no significant impact on the safe and efficient operation of the local and trunk road network will be supported.</p> <p>The primary purpose of this development is to improve accessibility to Glasgow Airport and AMIDS. Accessibility will be improved for all modes of transport.</p> <p>Regarding the movement hierarchy, the development makes provision for travel by walking and cycling. Along existing routes, the proposals seek to enhance the environment for walking and cycling by delivering a designated footway/cycleway. It is accepted that the developer must work within the constraints of the existing built form in this regard. Therefore, the final design will be controlled by planning condition.</p> <p>The development will also complement other active travel projects in this area including the newly developed Paisley – Renfrew cycle path. A detailed design of the intersection between the east/west route and this new cycle path will be requested via condition.</p>
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	<p>The development incorporates a sustainable drainage system comprising a network of swales and basins which will drain surface water to the White Cart. This green infrastructure will also contribute to the visual amenity of the area.</p> <p>The submission includes an outline design for the new bridge crossing over the White Cart. The outline design is acceptable, and a condition can be applied to ensure that the final detailed design for the bridge is submitted for approval.</p> <p>It is not anticipated that the development will have a significant environmental impact with respect to loss of amenity, biodiversity, or any adverse effects on neighbouring properties in terms of noise or air quality (these matters are addressed in detail below).</p> <p>Transport Scotland have offered no objections regarding potential impact on the trunk road network.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of policy I1.</p> <p><b>Policy I3</b> states that new development requires to avoid areas susceptible to flooding and must not increase the risk of flooding or have an adverse impact on existing drainage infrastructure.</p> <p>SEPA have confirmed that the proposal complies with Scottish Planning Policy relating to the flood risk framework. I am satisfied on this basis that the development is acceptable with respect to flood risk.</p> <p><b>Policy P5</b> states that development proposals should contribute to and enhance the wider integrated green/blue network where there are opportunities for activity and access to open space as well as increasing accessibility to active travel routes in and around communities and places.</p> <p>The proposed development will improve connectivity and accessibility within Paisley Town Centre North Transition Area. The development provides an opportunity to formalise and improve the existing core path links along Abercorn Street and the aspirational core path link along Harbour Road. The development will also link into the Paisley to Renfrew active travel route.</p> <p>The development will enhance the green network and increase accessibility to active travel routes. I am satisfied that it complies with Policy P5.</p> <p><b>Policy ENV2</b> states that development proposals will consider the potential impact on natural heritage.</p> <p>No part of the proposed development site falls within an area designated for the protection of a natural heritage asset. However, the</p>
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	<p>preliminary Ecology Appraisal notes that there is potential for three protected sites to be influenced by the development as they are located downstream. These sites are the Black Cart SPA, the Inner Clyde SPA, and the Inner Clyde RAMSAR site.</p> <p>To assess the potential impact on these sites, the preliminary Ecology Appraisal includes a Habitats Regulations Assessment (HRA) and an Appropriate Appraisal (AA). These assessments conclude that potential impacts on these designated sites can be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) to control water pollution.</p> <p>NatureScot have offered no objections to the proposed development and have advised that pollution is not likely to be a significant issue provided appropriate controls are put in place. A condition will be attached to ensure the development is undertaken in accordance with an approved CEMP.</p> <p>The implementation of the CEMP will also mitigate potential impact on the White Cart Water Sites of Importance for Nature Conservation (SINCS) located to the north of the site.</p> <p>Regarding potential impacts on natural heritage assets within the site boundary, the formation of the bridge crossing will impact an area of scrub, grassland, and semi natural woodland habitat. The Ecology Appraisal does not consider this area to be of principal importance and should not therefore pose a constraint to development provided the recommendations set out within the ecology appraisal are implemented on site. The recommendations include compensatory re-planting of native species to enhance biodiversity.</p> <p>The Ecology Appraisal does however note that the White Cart Water itself is a water body of principal importance that must be protected. <b>Policy ENV4</b> states that the blue network will be protected and where necessary enhanced to facilitate improvements to the water environment. The implementation of a CEMP will protect the water environment from being impacted by chemical or silt pollution associated with the construction of the proposed development.</p> <p>The Ecology Appraisal also identifies a tree preservation order (TPO) on the edge of the proposed development site to the east of Renfrew Road. It is not anticipated that the scope of works proposed in this area will impact any trees covered by the TPO. However, it is anticipated that the scope of works will potentially impact a row of mature trees at Marchburn Drive as noted above. If planning permission is granted an appropriate condition shall be imposed to protect trees,</p> <p>Finally, the Ecology Appraisal lists recommendations with respect to mitigating any potential impact on protected species. This includes additional surveys where required, and timing of site clearance works. An appropriate condition has also therefore been attached to ensure</p>
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	<p>these mitigation measures are implemented on site to the Council's satisfaction.</p> <p>In addition to the above, the applicant has advised that an appropriate drainage system which treats surface water prior to discharge into the White Cart will be developed. An appropriate condition has therefore been attached to control this matter.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of Policy ENV2 and Policy ENV4.</p> <p><b>Policy ENV5</b> states that development proposals should not have a significant adverse effect on air quality within or adjacent to Air Quality Management Areas (AQMA's).</p> <p>The applicant has submitted an air quality assessment which considers air quality impact at both the construction and operational phase of the development. The Environmental Protection Team have approved these assessments, and SEPA has offered no further comments on air quality.</p> <p>It is noted that the Council's Environmental Protection Team have requested an additional assessment to be undertaken when a construction delivery partner is identified, and that mitigation outlined in the initial assessment should be implemented as part of a dust management plan. Both matters can be controlled via condition.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of Policy ENV5.</p> <p>Regarding consultation responses not already discussed above, the Environmental Protection Team have also commented on noise and ground contamination matters.</p> <p>Regarding noise, the Environmental Protection Team have offered no objections subject to a condition relating to the installation of noise insulation at properties likely to be impacted by the development. An appropriate condition has been imposed to control this matter.</p> <p>The requirement for a site investigation and remediation strategy to address ground contamination will also be addressed via condition.</p> <p>Matters relating to archaeology and bird hazard management as raised by the West of Scotland Archaeology Service and Glasgow Airport Safeguarding respectively can also be addressed by condition.</p> <p>Finally in response to the points raised in the letters of representation.</p> <p>1. Regarding increased traffic impacting the local and trunk road network it is noted that after consultation Transport Scotland had no objections to the proposed development. It is noted that the final design will be secured via appropriate conditions should planning</p>
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	<p>consent be granted and in this regard it is considered that Roads Officers will have further input following the submission of the final design package.</p> <p>2. It is anticipated that the development will improve accessibility in this area for walking and cycling.</p> <p>3. Planning legislation requires that other landowners within the application site area are notified and this has been carried out. The physical impact of the route on any existing business is a separate legal matter for any affected party to consider.</p> <p><b>Conclusion</b> The proposed development supports the Council's City Deal investment aims and will make a significant contribution to the Renfrewshire economy. Whilst it is noted that two letters of objection have been received in relation to this proposal given the above assessment it is not considered that the concerns raised are sufficient to justify refusal of this planning application.</p> <p>It is considered that subject to the attached planning conditions the proposed development is acceptable.</p>
RECOMMENDATION	Grant subject to conditions

### Reason for Decision

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan.

### Conditions

1. That prior to construction works commencing, the applicant shall submit for the written approval of the Planning Authority a noise mitigation scheme for providing an offer of insulation or other suitable noise mitigation to owner/occupiers with any habitable rooms (living/bedrooms) within the residential properties at 54 Abercorn Street, Paisley. The noise mitigations scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of residential amenity.

2. That prior to construction works commencing, the applicant shall submit for the written approval of the Planning Authority a noise mitigation scheme for providing an offer of insulation or other suitable noise mitigation to owner/occupiers living in residential properties in Smith's Lane and Carlile Place, Paisley with any habitable rooms (living/bedrooms) experiencing 10 dB or greater increases in noise levels as a result of the additional road traffic generated by the development.

The noise mitigation scheme will be developed as follows:

- a) *A new baseline survey will be carried out prior to the construction works.*
- b) *Thereafter a new survey will be carried out within 3 months of the approved development being brought into use.*
- c) *Mitigation works will be offered to owner/occupiers of any property affected.*
- d) *A final noise survey will be carried out 5 years after opening.*
- e) *Mitigation will be offered to owner/occupiers of any property affected.*

The noise mitigations scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of residential amenity.

- 3. That prior to construction works commencing, detailed construction traffic data associated with the construction delivery partner shall be screened against the relevant criteria noted in section 4.5.3 of the Preliminary Air Quality Assessment ref AMIDSS-AMEY-EAQ-SWI-RP-LE-000001 P01.1 dated 19/05/2022) by Amey Consulting. The Preliminary Air Quality Assessment shall thereafter be updated accordingly and submitted for the written approval of the Planning Authority. If necessary, a detailed assessment of the potential impact from construction traffic on local air quality should be undertaken to provide a robust assessment of the proposals. Where necessary, the assessment will include any necessary mitigation measures to be incorporated into the design of the Scheme. Any mitigation shall thereafter be implemented on site during the construction phase to the satisfaction of the Council as Planning Authority.

Reason: In the interests of residential amenity.

- 4. The mitigation measures outlined in Chapter 8 of the Preliminary Air Quality Assessment ref AMIDSS-AMEY-EAQ-SWI-RP-LE-000001 P01.1 dated 19/05/2022 by Amey Consulting shall be implemented during the construction phase as part of a dust management plan to prevent any significant effects occurring to sensitive receptors from dust and particulate matter releases associated with the construction phase of the Scheme.

Reason: In the interests of residential amenity.

- 5. That during the construction phase, all works and ancillary operations which are audible outwith the site boundary shall be carried out only between the hours of 0800 and 1900 on Mondays to Fridays and between the hours of 0800 and 1300 on Saturdays. No such works shall take place on Sundays and Local Public Holidays. Works and ancillary operations which are audible outwith the site boundary shall only be permitted outwith these time periods with the prior written consent of the Planning Authority.

All mitigation measures as detailed in Section 1.9. of the Noise and Vibration Assessment by Amey Consulting shall also be implemented on

site during the construction phase of the development in order to reduce impact of noise during construction. These measures are also described in further detail in BS 5228-1 Code of practice for noise and vibration control on construction and open sites.

Reason – In the interests of residential amenity.

6. No development shall commence on site until written approval of:
- a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
  - b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report  
both prepared in accordance with current authoritative technical guidance, and if relevant
  - c) A phasing plan showing how the development area is to be subdivided for the purposes of remediation and/or verification reporting.  
has been provided to and approved by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

7. Prior to placement of the final wearing course on the carriageway within an identified phase/zone
- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy for that phase of development; or
  - b) if remediation works are not required but soils are to be imported to site, a Verification Report confirming imported soils are suitable for use on the site

shall be prepared in accordance with current authoritative technical guidance, submitted to the Planning Authority and approved in writing by the Council.

Reason: To demonstrate that the works necessary to make the site suitable for use have been completed.

8. Development shall not commence until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

The approved BHMP shall be implemented on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the BHMP are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: To manage the development in order to minimise its attractiveness

to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

9. That no development shall take place within the development site until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure suitable investigations are undertaken in the interests of safeguarding archaeological heritage.

10. That prior to the commencement of development on site, full details of all soft and water landscaping works shall be submitted as part of a landscape strategy for the written approval of the Planning Authority. The landscape strategy shall include (but not be limited to) provisions in respect of:
  - all existing trees and hedgerows to be retained including the management of these features,
  - confirmation of tree protection measures to be implemented on site to protect existing trees during the construction phase,
  - confirmation of any hedgerows or trees that need to be removed,
  - all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, turfing including size, species, spacing and location,
  - all areas of hard standing including location and materials,
  - all areas of surface water including ponds,
  - the implementation of all biodiversity and habitat enhancements and areas of compensatory planting including (but not limited to) those set out within the Preliminary Ecological Appraisal by Amey Consulting dated 2022/05/19,
  - compliance with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design,
  - a timetable for the implementation of the landscape strategy,
  - a strategy for the future management and maintenance of all landscaped areas including provision for replacement of trees, shrubs, hedgerows, and areas of grass/wildflower seeding and turfing if they were to become diseased, die, become seriously damaged or are removed within 5 years of being planted.

The approved landscape strategy shall thereafter be implemented on site in accordance with the approved timetable and shall be managed and maintained thereafter to the satisfaction of the Council as Planning Authority.

No subsequent alterations to the approved landscaping strategy are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.



Reason: To avoid endangering the safe movement of aircraft and the operations of Glasgow Airport, and to ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

11. Prior to the commencement of development on site, details shall be submitted for the written approval of the Planning Authority which clarifies the implementation of the active travel route along Inchinnan Road, including any required tree removal. For the avoidance of doubt, consideration shall be given to the retention of trees.

In the event of any tree removal, a compensatory planting scheme shall be submitted for the written approval of the Planning Authority prior to any works commencing.

Reason: In the interest of tree protection.

12. That prior to the commencement of development on site, the developer shall submit a detailed Construction Environmental Management Plan (CEMP) for the written approval of the Planning Authority. The CEMP shall include (but not be limited to) provisions in respect of:

- waste management
- pollution control, monitoring, and mitigation
- good practice in environmental and ecological protection including protected species

The approved CEMP shall thereafter be implemented on site during the construction phase.

Reason: To ensure environmental controls are in place during the construction phase in the interests of protecting the water and natural environment.

13. That prior to the commencement of development on site, the developer shall submit a detailed drainage strategy for the written approval of the Planning Authority. The strategy shall detail the capture and treatment of surface water run off before it enters the surrounding water environment. Only the approved drainage strategy shall thereafter be implemented on site.

Reason: To protect the water and natural environment.

14. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a set of drawings detailing the final design of the bridge crossing over the White Cart Water. Only the approved details shall thereafter be implemented.

Reason: To ensure the final design of the bridge crossing is acceptable in the interests of visual amenity.

15. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a set of drawings detailing the final design of the two lane road and associated infrastructure. The drawings shall include (but not be limited to) details in respect of:

- The layout of the carriageway including provision for footways, cycle ways and active travel routes.
- All junctions including where the east/west link road meets Renfrew Road and where the north/south link road meets Inchinnan Road.
- Hard surface finishes.
- Boundary treatments
- The intersection of the east/west link with the Paisley-Renfrew cycle link.
- All soft landscaping including swales, verges, and street trees.
- The pedestrian and cyclist only area at the junction of Abercorn Street and Harbour Road.

Only the approved details shall thereafter be implemented on site.

Reason: To ensure the final design of the road network is acceptable in the interests of traffic safety and promotion of active travel.

Local Government (Access to Information) Act 1985 - Background Papers  
For further information or to inspect any letters of objection and other background papers, please contact James Weir on 07483370666