

RENFREWSHIRE COUNCIL

SUMMARY OF APPLICATIONS TO BE CONSIDERED BY THE COMMUNITIES, HOUSING & PLANNING POLICY BOARD ON 15/01/2019

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
16/0726/PP 12 - Erskine and Inchinnan	CALA Homes (West) Ltd	North Bar, Banchory Avenue, Inchinnan, Renfrew, PA4 9PR	Erection of residential development comprising 195 dwelling houses, with associated roads, parking and landscaping.	A
RECOMMENDATION:	GRANT subject to conditions			
18/0211/PP 10 - Houston, Crosslee and Linwood	Taylor Wimpey West Scotland & NHS Greater Glasgow and Clyde	Johnstone Hospital, Bridge of Weir Road, Linwood, Paisley	Erection of 110 two storey dwellinghouses, associated landscaping, infrastructure and associated works.	B
RECOMMENDATION:	GRANT subject to conditions			
18/0117/PP 12 - Erskine and Inchinnan	WRC	6 Newmains Avenue, Inchinnan, Renfrew, PA4 9RR	Variation to condition 4 (enclosure and operation of storage bays) of planning permission 16/0832/PP.	C
RECOMMENDATION:	GRANT subject to conditions			
18/0593/PP 8 - Johnstone South and Elderslie	Mr Beljafrah	Land to South East of Benston Service Station, Beith Road, Johnstone	Erection of thirteen industrial units with associated access road and car parking and erection of palisade perimeter fence and access gates	D
RECOMMENDATION:	Refuse			
18/0649/PP 9 - J'stone N, Kilbarchan, H'wood, LochW	Megarity Developments Ltd	11 Steeple Street, Kilbarchan, Johnstone, PA10 2JF	Demolition of single storey garage and erection of flated accommodation	E
RECOMMENDATION:	GRANT subject to conditions			
18/0650/CC 9 - J'stone N, Kilbarchan, H'wood, LochW	Megarity Developments Ltd	11 Steeple Street, Kilbarchan, Johnstone, PA10 2JF	Demolition of single storey garage building.	F
RECOMMENDATION:	GRANT subject to conditions			

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
18/0482/PP 4+12 - Paisley NW, Erskine & Inchinnan	Renfrewshire Council	Netherton Farm, Abbotsinch Road, Renfrew, PA4 9PA	Erection of business park development (in principle), to include advanced manufacturing, research & development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage or distribution uses; ancillary service, education and training provision; plus associated car parking, access, landscaping, infrastructure works, public realm and open space.	G
RECOMMENDATION: GRANT subject to conditions				

Total Number of Applications to be considered = 7

Planning Application: Report of Handling

Application No. 16/0726/PP

KEY INFORMATION

Ward 12:

Erskine and Inchinnan

Applicant

CALA Homes (West) Ltd
Cairnlee House
Callendar Business Park
Callendar Road
Falkirk
FK1 1XE

Registered: 03/11/2016

RECOMMENDATION

Discharge Conditions 5
and 10 (a) and (b)

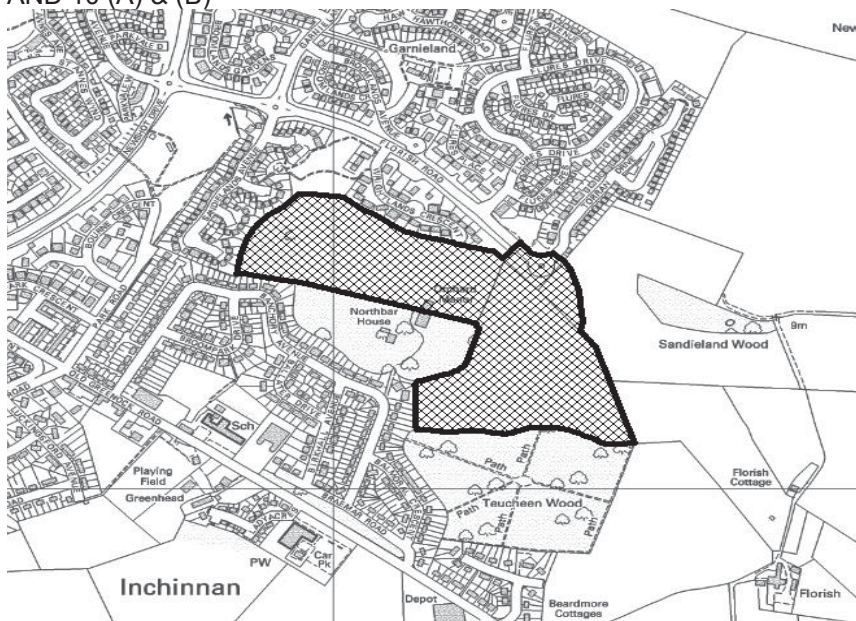
Fraser Carlin
Head of Planning and
Housing

Report by the Director of Communities, Housing and Planning Services

PROPOSAL: ERECTION OF RESIDENTIAL DEVELOPMENT COMPRISING 195 DWELLING HOUSES, WITH ASSOCIATED ROADS, CAR PARKING AND LANDSCAPING

LOCATION: NORTHBAR, BANCHORY AVENUE, INCHINNAN, RENFREW, PA4 9PR

APPLICATION FOR: DISCHARGE OF PLANNING CONDITIONS 5 AND 10 (A) & (B)



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SUPPLEMENTARY REPORT 4

BACKGROUND

On 7 November 2017 the Council's Communities, Housing and Planning Board approved planning permission for a residential development by Cala Homes (West) Ltd ("the Developers"), for the erection of 195 dwelling houses with associated roads, parking and landscaping at Northbar, Inchinnan. This planning permission was granted subject to a number of conditions.

These conditions included two new conditions that were added by a motion made by members and an amended version of condition 5 which was part of the same motion.

The wording of the three conditions as agreed by Board is shown on the attached schedule.

Planning Application: Report of Handling

Application No. 16/0726/PP



The Developers subsequently applied for those three conditions to be discharged following submission to the Council of information required by the conditions.

The discharge of the three conditions, (numbers 5, 10a and 10b) was the subject of a report to the Communities, Housing and Planning Board on 30 October 2018. The recommendation from the Head of Planning and Housing in respect of all three conditions was that they be discharged.

However, at the Board meeting it was proposed that consideration of the application for the discharge of the three planning conditions be continued to enable legal advice to be sought as to the powers available to the Council to ensure that the detailed proposals submitted by the applicant were implemented. This was agreed by the Board.

This note sets out the legal advice as requested by the Board.

ADVICE

Should the Board accept the recommendations in the report considered by the Board on 30 October 2018, the three conditions referred to will all be discharged. In that event, the legal position is straightforward because the Developers will be considered to have met all that was required of them when the conditions were originally imposed. Therefore, there will be no statutory route available to the Council to enforce the implementation of the detailed proposals submitted by the Developers to satisfy the terms of the conditions as described in the report to Board. However, although not legally enforceable this outcome could still be achievable but would be a matter for the Council to agree in discussion with the Developers.

For the sake of completeness, I have set out other courses of action that notionally might be considered by the Board although all of these options carry with them significant risks to the Council for the reasons given and none offers a clear way of achieving an enforceable way to ensure the implementation of the Developer's proposals.

a) Refuse to discharge the conditions.

The decision the Council was asked to make in October was whether or not to agree to the discharge of the three conditions. That decision has still to be taken and the Council is able to decide that it does not wish to agree to discharge the conditions although there would have to be a valid and supportable basis for doing this. The officers' view as stated in the report to Board in October was that the Developers had met their obligations in terms of the conditions. The wording of the conditions is such that the Developers are obliged to provide information on archaeological methods and on connectivity to public transport networks etc. The conditions do not require any commitment from the Developers to implement those proposals. To refuse to discharge the conditions, the Council would now at this stage have to argue that the Developers have failed to provide sufficient information to meet the requirements of the condition. However, because the conditions do not require that the

Developers implement the proposals, it is difficult to see how asking for further information on those proposals would result directly in their implementation.

b) Argue that the obligation to implement the detailed proposals can be implied.

It has been the case historically that terms cannot be implied into a planning condition, or an additional condition or requirement implied into a permission already granted. There have been a very limited number of cases where the courts have allowed terms to be implied but the circumstances of those cases do not apply to the present case. In particular, the conditions do not provide any way of ascertaining when the proposals are to be delivered. If it is to be argued that the conditions remain in place until the detailed proposals have been implemented this would significantly delay the start of the development. The Developers have the right to appeal any decision at the Board not to discharge the conditions for this reason and there is a risk that in the present circumstances the Council would be found liable for expenses.

c) Seek to introduce new conditions at this stage.

Although not expressly permitted in terms of the relevant sections of the Town and Country Planning (Scotland) Act 1997, there also appears to be nothing in principle to prevent a planning authority to seek to include additional conditions at the stage where it is considering an application relating to existing conditions. However, the legal position is that the Council would not be able to amend the existing conditions or introduce new conditions to implement the detailed proposals submitted by the Developer if that were seen as a material derogation from the original permission. If the new condition were to be a material derogation from the original consent the correct procedure would be by way of a Section 65 Order (see below). It is also the case that any conditions that the Council wished to introduce at this stage would have to meet the legal requirements for a valid condition and would have to be agreed at the Board meeting, due to the difficulty with having a further continuation as explained in section e) below. Due to the implementation of the Developers proposals to meet conditions 10a) and 10 b) being dependent on the actions of third parties such as landowners and bus operators, it is likely that any condition requiring implementation of those proposals during the course of the development would be invalid. In conclusion, although this course of action is in principle available, there are several legal issues that would require to be overcome. This would make this way forward difficult particularly in the face of any legal challenge to any new conditions the Council wishes to impose.

d) Section 65 Order.

There is a procedure in terms of Section 65 of the Town and Country Planning (Scotland) Act 1997 which gives a planning authority the power to revoke or modify a planning permission by Order. This could include the modification of conditions on a planning permission. However, unless the Developers and anyone else affected by the Order agree to it, the Order cannot take effect unless it is confirmed by the Scottish Ministers. Before confirming the Order, the Scottish Ministers are required to invite representations from the

Planning Application: Report of Handling

Application No. 16/0726/PP



Developers and others with an interest in the development. Compensation is also payable by the Council where a loss has been suffered by anyone as a consequence of the Order. This procedure and the equivalent one in England have tended to be used where the planning authority and the developer have agreed to the need for changes to the original permission rather than where the planning authority is forcing through a change; the reason for this being the requirement to pay compensation. One of the considerations would be whether anything has changed since the original application was granted to justify the modification that was being proposed. Unless that justification can be established it is doubtful that the modification would be approved by the Scottish Ministers. Even if approved by the Scottish Ministers, the Order could still be challenged in the Court of Session.

e) Further continuation of the report.

The Developers' submitted the information to satisfy the terms of the conditions on 15 and 16 October 2018. In terms of the relevant Regulations, the application to discharge the conditions must be determined by the planning authority within 2 months. By the time this matter is considered by the Board on 15 January 2019, that period will have expired. Therefore, any proposal for a further continuation of the report is challengeable unless the continuation had been agreed with the Developers. A challenge would be by way of an appeal to the Scottish Ministers. It should be borne in mind that the sole reason for the continuation in October was to get legal advice which has now been given.

I will be present at the Board meeting on 15 January 2019 to answer any questions or to provide clarification on any points arising from this note.

Ken Graham
Head of Corporate Governance

SCHEDULE TO LEGAL ADVICE NOTE IN RESPECT OF PLANNING APPLICATION 16/0726/PP

CONDITION 5

GUARD Archaeology recommend that the proposed development proceed on the basis that any archaeology surviving on the site and could be preserved by record prior to the development; where feasible preservation in situ should be considered within the development area. Preservation by record could be achieved through a programme of works which would involve: stripping the site to reveal the full extent of the archaeology surviving; full archaeological excavation of any surviving archaeology; post-excavation analyses of the findings and publication.

All works to be conducted in line with Chartered Institute of Archaeologists (CIfA) Standards and Guidelines and in accordance with West of Scotland Archaeology Services (WoSAS) Standard Conditions for Archaeological Fieldwork. All methodologies and documentation related to fieldwork, post excavation analyses and publication would be prepared in consultation with WoSAS.

The decisions on the feasibility and preservation on site should be a matter for the planning authority.

CONDITIONS 10 (A) AND (B)

That prior to commencement of any development works on site the developer shall submit to the planning authority for approval:-

- a) Detailed proposals on providing good connectivity for all modes of transport which shall include a formalised link for pedestrian and cyclists on the North West of the site; and
- b) Detailed proposals of the public transport being extended to service the site.

Planning Application: Report of Handling

Reference No. 18/0211/PP



KEY INFORMATION

Ward 10:

Houston, Crosslee and Linwood

Applicant:

Taylor Wimpey West
Scotland & NHS Greater
Glasgow and Clyde
Cirrus Building
Marchburn Drive
Paisley
PA3 2SJ

Registered: 23/03/2018

RECOMMENDATION

Grant Subject to
Conditions

Fraser Carlin
Head of Planning and
Housing

Report by Director of Communities, Housing and Planning Services

PROSPECTIVE PROPOSAL:

ERECTION OF 110 TWO STOREY DWELLINGHOUSES, ASSOCIATED LANDSCAPING, INFRASTRUCTURE AND ASSOCIATED WORKS.

LOCATION:

JOHNSTONE HOSPITAL, BRIDGE OF WEIR ROAD, LINWOOD

APPLICATION FOR:

PLANNING PERMISSION – FULL

SUPPLEMENTARY REPORT

The Communities, Housing and Planning Policy Board at its meeting on 30 October 2018 considered the attached Report of Handling and decided to continue consideration to seek clarification on school catchment areas and further information relative to the likely impact on traffic on the A737, safe walking routes to local schools and the cumulative effect of the application on education provision and infrastructure.

The Board also sought clarification on whether the proposals comply with the Supplementary Guidance on suitability of residential units and the steps to achieve carbon reduction targets.

School Catchment

In relation to school catchment areas, the Director of Children's Services confirmed that the proposed residential site at the Former Johnstone Hospital is within the primary school catchment area of St Margaret's PS and Kilbarchan PS and the secondary school catchment of St Benedict's HS and Johnstone HS. All schools have the capacity to take new pupils from the residential development.

Travel and Transport Impact

As outlined in the Report of Handling, the planning application was accompanied by a Transport Assessment report which considered the travel and transport matters associated with the development. It set out an assessment with respect of sustainable travel including walking, cycling and public transport accessibility and routes, site access and internal footways and roads, traffic generation and distribution of traffic from the potential development, a junction and road network assessment, car parking distribution throughout the site as well as servicing of the site.

Planning Application: Report of Handling

Reference No. 18/0211/PP



The Transport Assessment outlined that the proposed development could be expected to generate around 80 - 90 two-way vehicles trips (arrivals and departures) on a weekday.

The applicant has undertaken an extensive analysis of the operation of Deafhillock and Clippens Road roundabouts for the weekday. The proposed traffic generation from the development was modelled on situations both with and without the traffic estimated to be generated by the development. This analysis also included the entire build out of the residential development of the David Wilson Homes/Barratt site at the Former Merchiston Hospital.

The assessment of both Deafhillock and Clippens Road roundabouts showed that the additional traffic estimated to be generated by the proposed development would have a negligible effect on the operation of each junction. There would only be an increase in capacity of 0.03 to both road approaches and there would still be spare capacity in the local road network

Other road junctions and road networks were also modelled beyond these two main junctions, including the impact on the Trunk Road Network. The assessment of the wider network confirmed that the traffic from the proposed development would dissipate to the various available routes. It was confirmed that the impact from the development would be even less on the wider road network than on both Deafhillock and Clippens Road roundabouts due to the traffic being diluted by the various routes available in the area. The conclusions of the assessment on the wider transport network confirmed that the development would have a negligible effect on the A737 Trunk Road.

The Director of Environment & Infrastructure Services agreed with the conclusions of the Transport Assessment and raised no objections in relation to walking, cycling and public transport accessibility and routes, site access and internal footways and roads, traffic generation and distribution of traffic from the potential development, a junction and local road network assessment, car parking distribution throughout the site as well as servicing of the site.

Transport Scotland also confirmed that they had no objections to the proposed development.

It should be noted that through the preparation of the Renfrewshire Local Development Plan (2014), Transport Scotland as a Key Agency, had factored in the potential development of Johnstone Hospital into Trunk Road capacity and junction assessments as this was a site that had been identified early on through the preparation of the Plan.

Furthermore, several pre-application meetings along with subsequent meetings during the consideration of the planning application took place with relevant parties to discuss, analyse and assess the travel and transport impact of the potential development prior to the application being presented to the Board.

Safe Walking Routes to School

With regards to safe walking routes to school, the Director of Children's Services had factored in that children from this development would require in some instances to be bused to school. Again, early discussions between Planning and Children's Services had taken place during the preparation of the Renfrewshire Local Development Plan when the proposed residential site was identified in the Plan. Discussion with Children's Services were

also ongoing as the details of the development came forward and were outlined in the planning application submission.

Suitability of Residential Units

The site of the Former Johnstone Hospital was identified in the Renfrewshire Local Development Plan (2014) as a site that will assist in meeting the overall Housing Need and Demand arising in Renfrewshire.

The Renfrewshire Local Housing Strategy (2016 - 2021) aims to deliver new housing of the right type and tenure in the right locations to meet Renfrewshire's housing need and demand. It identifies local housing supply targets that require to be met for both affordable and private sector housing. The site at Johnstone Hospital is required to meet these housing targets.

The Renfrewshire Local Housing Strategy identifies that there is a need for affordable homes across Renfrewshire, however there is a particular emphasis on North and West Renfrewshire. Linwood is not identified as having a shortfall in affordable homes. It is considered that there is a range and choice of homes including size, type and tenure available in Linwood.

The Renfrewshire Strategic Housing Investment Plan (2019/20 – 2023/24) identifies two sites for new affordable homes in Linwood, providing a range and choice of new social rented accommodation. It is anticipated in line with trends seen in the social rented sector that these new affordable homes will be 2 and 3 bedroom units.

It is considered to provide a balance and continuing a range and choice of residential units, the 3 and 4 bedrooms, detached and semi-detached properties proposed at the Johnstone Hospital site provides a mix of house sizes in the Linwood area.

Taylor Wimpy confirmed that to date they have had 117 people register their interest in purchasing a property at the site, 40 of those had registered at the public consultation event at Tweedie Hall that was carried out by the developer early in the planning application process.

It is considered that the units proposed for the residential development are suitable to provide a range and choice for the area and will assist in meeting the housing need and demand in Renfrewshire which is in line with the Renfrewshire Local Development Plan, associated Supplementary Guidance as well as the Renfrewshire Local Housing Strategy.

Carbon Reduction Targets

The developer confirmed in a supporting statement that the principles of sustainability and energy efficiency have been fully integrated into the design and layout of the development, these include:

- Extensive footpath network throughout the development, responding to the desire lines to surrounding amenities and facilities;
- Several access points to the cycle path network;
- Encouraging sustainable travel through a safe network of paths to the bus stop at the entrance to the site;

Planning Application: Report of Handling

Reference No. 18/0211/PP



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- The layout encourages biodiversity through new planting of indigenous species, whilst ensuring there is no conflict with planting and Glasgow Airport Flight Path;
 - Sustainable Urban Drainage Systems are integral to the layout;
 - A 'Fabric First' approach is being adopted for the proposed homes to ensure that thermal performance of the houses meets the highest standards;
 - Energy and water efficiency measure will be incorporated into every house;
 - Photovoltaic panels will be used on each home;
 - A construction waste action plan will be put in place on the site to ensure waste materials are separated and recycled.

Conclusions

The cumulative impact of the development on education provision and infrastructure is not likely to be significant.

The residential units proposed provides a range and choice in the Linwood and overall Renfrewshire area and is in line with Supplementary Guidance

The developer will integrate a range of sustainability measures to assist in achieving the carbon reduction targets.

Planning Application: Report of Handling

Reference No. 18/0117/PP



KEY INFORMATION

Ward 12:
Erskine and Inchinnan

Applicant:
WRC
6 Newmains Avenue
Inchinnan
PA4 9RR

Registered:
16/02/2018

Report by Director of Communities, Housing and Planning Services

PROSPECTIVE PROPOSAL:
VARIATION TO CONDITION 4 (ENCLOSURE AND OPERATION OF STORAGE BAYS) OF PLANNING PERMISSION 16/0832/PP.

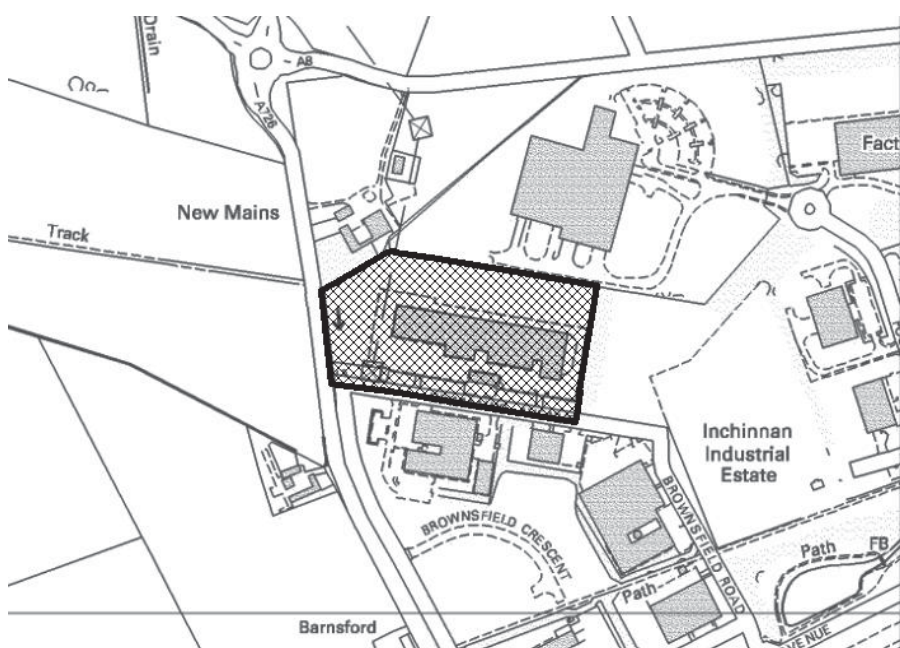
LOCATION:
6 NEWMAINS AVENUE, INCHINNAN, RENFREW, PA4 9RR

APPLICATION FOR:
PLANNING PERMISSION – FULL

RECOMMENDATION

Grant Subject to Conditions

Fraser Carlin
Head of Planning and Housing



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IDENTIFIED KEY ISSUES

- The proposal will accord with the adopted Renfrewshire Local Development Plan.
- There was one representation to the deletion of Condition 4 and two representations to the variation of Condition 4. Comments include the impact to the environment, roads, the airport and fire safety. The need for scrutiny and monitoring of the operation as well as the purification of existing conditions.
- An objection has been submitted by Inchinnan Community Council on the deletion of the condition, questioning the supporting information, the original decision to locate to the site along with the detrimental effect on the community and environment.
- There have been no comments from consultees.

RENFREWSHIRE COUNCIL

DEVELOPMENT AND HOUSING SERVICES
REPORT OF HANDLING FOR APPLICATION 18/0117/PP

APPLICANT:	WRC
SITE ADDRESS:	6 Newmains Avenue, Inchinnan, Renfrew, PA4 9RR
PROPOSAL:	Variation to condition 4 (enclosure and operation of storage bays) of planning permission 16/0832/PP.
APPLICATION FOR:	Planning Permission-Full

DATE OF ADVERT:	28/02/2018
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INTRODUCTION:	<p>Board members are advised that the terms of the application were changed during the assessment period. The applicant originally applied to delete condition 4 of planning permission 16/0832/PP. In discussing the matter with the applicants, Planning suggested that the applicant apply to vary the condition rather than to delete the condition. The applicants now propose to vary condition 4.</p> <p>Following the applicant's decision to vary the conditions rather than delete the condition, a second period of consultation and neighbour notification was undertaken.</p> <p>Comments received during both the initial period of consultation (relating to deletion of the condition) and the second period of consultation (relating to variation of the condition) are outlined below.</p>
NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p><u>Representations received during initial consultation period on proposal to delete condition</u></p> <p>One letter of objection was received. The representation advises that comments for this application remain the same as that noted against the previous application 16/0832/PP. This would relate to matters concerning the following:</p> <p>1 - Proposal being in contravention of conditions attached to previous planning permission 14/0328/PP which restricted storage, sorting or processing of materials within the external yard area;</p> <p>2 – No effluent treatment process is defined in relation to the vehicle wash;</p> <p>3 – This would be a fundamental change to the size of the operation requiring re-assessment by Roads, Environment, SEPA, Airport and Fire Scotland;</p> <p>4 – A management plan is required to be updated for noise, birds and pests;</p> <p>5 – Audit, scrutiny and monitoring of recyclable volume/types is essential.</p>

Response

All of the above comments relate to matters of detail associated with the previous application. These were addressed during the processing and the decision made on application 16/0832/PP.

For the purposes of the current application, it is important to note that it is only matters related to the existing and proposed condition which can be taken into consideration. The acceptability of the development in principle cannot therefore be re-considered.

Representations received during second consultation period on proposal to vary condition

Two objections were received during the second round of consultation. The points raised can be summarised as follows:

1 – Reference to formation of yard, storage and walling appears to be a request for a change of use of land in contravention of the conditions laid by the Board, including those attached to 14/0328/PP which prevent storage, sorting or processing of materials within the external yard area;

2 – No effluent treatment process is defined for the vehicle wash, and this would be a SEPA requirement;

3 – Proposal would fundamentally change the size of operation, and this would require reassessment by Roads, Environment, SEPA, Airport and Fire Departments;

4 – Management plans should be updated for Noise, Birds, Pests, Odours and Disasters;

5 – Audit, scrutiny and monitoring of recyclable volume/types is essential for the various agencies;

6 – Application does not provide any detailed or specific plan to evaluate and comment;

7 – The request for alternative wording would delete the current condition and the need to purify the same;

8 – Proposed wording implies future negotiations to agree a much reduced set of conditions. This would neutralise the planning process into ongoing discussions whilst allowing the applicants freedom to continue operations considered previously unacceptable;

9 – Discussion between applicant and planning should have been ongoing relevant to purifying of current conditions;

10 – Conducting discussions to determine conditions post grant is not appropriate. What are the incentives, check points, resolution process and acceptance criteria;

11 – Trusting in such an undefined process would seem contrary to Planning Regulations.

Response

1 – This point refers to works which were assessed under application 16/0832/PP. Application 16/0832/PP was granted by the Communities, Housing and Planning Board subject to conditions (many of which mirror those attached to the 14/0328/PP consent). The applicant is now seeking to vary one of those conditions through submission of an application under Section 42 of the Town and Country Planning (Scotland) Act 1997. For the purposes of this application, the Council can only consider whether or not the variation of the planning condition is acceptable or not.

2 – This matter was considered during the assessment of application 16/0832/PP. The principle of the vehicle wash cannot be reconsidered within the scope of the current application.

3 – The works referred to have previously been considered by Roads, the Environmental Protection Section, SEPA and the Airport during assessment of application 16/0832/PP. No objections were received. The Environmental Protection Section, SEPA and the Airport have also been consulted on the current application, both with respect to deleting and varying the condition. No objections, representations or any other comments have been received from these parties.

4 – Updated management plans are not considered relevant to the matter under consideration which relates specifically to the operation of the covered storage bays. The principle of the development cannot be reconsidered under the terms of this application.

5 – Volumes and types of recyclable material which can be processed at the site are defined by several conditions attached to previous applications.

Monitoring of volumes and types is also undertaken by SEPA as part of the waste management license issued for the site. It is noted that a recent SEPA inspection have classed the site as 'excellent', with no breaches of the licence conditions.

6 – A revised planning statement and further supporting information from the applicants was made available to view during the second period of consultation. The planning statement included alternative wording for condition 4, and justification as to why the varied wording provides a reasonable balance between safeguarding visual and residential amenity and the environment with allowing WRC to operate in an efficient manner.

7 – The proposal is to vary the current condition. It is acknowledged that this would change the terms and requirements of the condition. It is considered that the revised wording provides a balance between safeguarding visual and residential amenity and the surrounding environment with allowing WRC to operate in an efficient manner.

8 – The proposed wording of the condition as suggested by the

	<p>applicant includes a time limit on the submission of further information, and a timetable as to when the method of enclosure would be installed. This provides a structure with respect to the discharge of the condition and ensures that negotiations would not be protracted. It is acknowledged that operations up to that point would continue, however this would only be in the short term.</p> <p>9 – Frequent discussions have been undertaken between Planning and WRC with respect to operations at the site. Planning is also monitoring the site on a regular basis in respect of the on-going operation and use of the external areas of the site. Further detail on these matters is included within the main body of the report.</p> <p>10 – Discussions between Planning and the applicant are required to ensure that there is a potential method of enclosure which can be implemented on site (without agreeing any details). The proposed condition has a well-defined structure for the submission of further information. If the additional information is not submitted within the specified timetable, Planning can use necessary enforcement powers to deal with the breach of planning control. The method of enclosure shall require to form a robust screen to the front of the bays at the eastern end of the external storage area.</p> <p>11 – The Planning Authority is required to ensure that all conditions are precise in line with the requirements of Circular 4/1998 on the Use of Conditions in Planning Permissions. The proposed condition is considered to be well defined in this regard.</p>
CONSULTATIONS:	<p><u>Comments received during initial consultation on proposal to delete condition</u></p> <p>Environmental Protection Section – No comments.</p> <p>SEPA – No comments.</p> <p>Glasgow Airport Safeguarding – No objection.</p> <p>Inchinnan Community Council – Object to the deletion of condition 4 on the following grounds;</p> <ul style="list-style-type: none"> • supporting statement outlining potential benefits to the business is questionable, and would suggest that the original decision of choice of site was flawed; • this site would not have been approved if the amendments had been declared at the start; • citing other businesses processing methods is irrelevant; • if granted this would have a detrimental effect on the community and the environment. <p>The representation from the Community Council also requests the Council to undertake a wider compliance investigation with respect to unauthorised construction works, materials storage and processing outwith the designated red line.</p>

	<p><u>Response to objection</u></p> <p>The original site choice and associated subsequent extensions and alterations to the premises all benefit from planning permission. The principle of the development cannot be re-considered in this regard. Only the acceptability or not of the existing and proposed condition can be considered.</p> <p>Potential impact on community and the environment associated will be considered fully in the main body of the report.</p> <p>It is agreed that siting other businesses processing methods does not provide justification.</p> <p>A separate response has also been provided to the Community Council with respect to the request for a compliance investigation.</p> <p><u>Comments received during second consultation on proposal to vary condition</u></p> <p>Environmental Protection Section – No comments.</p> <p>SEPA – No comments.</p> <p>Glasgow Airport Safeguarding – No objection.</p> <p>Inchinnan Community Council – No comments.</p>
<p>PLANNING STATEMENT - MAIN ISSUES:</p>	<p>A revised planning statement has been submitted in relation to the proposal to vary condition 4. The variation is sought on the basis that it provides a balance between ensuring that the amenity of the site and surrounding area is protected and the efficient operation of the site.</p> <p>The statement advises that if the additional storage space were to be fully enclosed, it would restrict the efficiency of moving products in and out of the building. This would result in materials being unloaded into the yard, in front of the storage building and then moved into each of the individual bays, rather than off-loading all materials straight into the storage bays.</p> <p>The statement proposes that the eastern most bays, of which there is a direct line of site from the public road, will be fitted with an enclosure mechanism to screen the bays from view when materials are being stored.</p> <p>The western bays, positioned directly behind the main building, will not be fitted with an enclosure mechanism, as these bays are already screened from the road by the building. This approach is considered to comply with the reason for condition 4 which is to ensure that the amenity of the surrounding industrial estate is protected.</p> <p>It is also stated that the above approach will negate the requirement for the storage bays to be emptied overnight. It is therefore proposed that this element is removed from the condition.</p>

	<p>The statement advises that WRC is committed to environmental protection, and to lowering the amount of waste going to landfill each year. In this respect, the site plays a key part in meeting the growing national and international concern about managing plastics.</p> <p>The site operates under a waste management licence issued by SEPA. Operations are also conducted under the requirements of an externally accredited environmental management system. The applicant confirmed that a recent SEPA inspection scores classed as 'excellent'.</p> <p>The applicant has also issued a further addendum to the planning statement which sets out the measures WRC have continued to implement at the site in relation to the appearance of the site whilst balancing the operational aspects of the business.</p> <p>WRC have advised that large items of plant and other machinery (including a conveyer system) have been moved to the rear of the building. Other materials have also been moved from the front of the building. The front will now only be used as parking for vehicles and the siting of empty containers.</p> <p>In addition, WRC have erected a wall of interlocking concrete blocks at the eastern end of the site. The wall provides further screening of the rear storage building and is in addition to the commitment to enclose part of the building itself.</p> <p>WRC have also advised that doors fronting onto Newmains Avenue are kept closed as much as possible, and that yard areas within the site are kept clean and tidy.</p> <p><u>Response</u> The planning statement is considered to present a balanced approach to ensuring that the amenity within the Inchinnan Business Park is protected.</p> <p>The measures WRC have taken to improve the appearance of the site are noted.</p> <p>The contribution WRC makes to achieving the Scottish Governments aspirations with respect to zero waste is also noted.</p>
DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<p><u>Development Plan - Adopted Renfrewshire Local Development Plan 2014</u> Policy E1 - Renfrewshire's Economic Development Locations</p> <p><u>New Development Supplementary Guidance</u> Delivering the Economic Strategy Strategic Economic Investment Locations</p>
PLANNING HISTORY	<p>14/0328/PP - Use of premises as waste reprocessing and recycling facility. Granted subject to conditions on 11/11/2014.</p> <p>15/0294/PP - Re-cladding of building. Granted 25/08/2015.</p>

	<p>15/0339/PP - Temporary siting of weighbridge and portable office building. Granted subject to conditions on 25/08/2015.</p> <p>15/0534/PP - Erection of boundary wall and fencing and formation of hardstanding. Refused 09/10/2015.</p> <p>15/0537/PP - Engineering operations comprising the reinstatement of land to former ground level. Granted subject to conditions on 11/09/2015.</p> <p>15/0703/PP - Installation of solar panels on roof of building. Granted subject to conditions on 03/12/2015.</p> <p>15/0753/PP - External alterations to front elevation and formation of ramped loading bay. Granted 17/12/2015.</p> <p>16/0026/PP - Removal of lean-to extensions and erection of extension to front of building, alteration to doors and formation of doorways, formation of ramped loading bay, installation of weighbridge, formation of roadway and erection of boundary fence. Granted subject to conditions 19/05/2016.</p> <p>16/0832/PP - Formation of vehicle wash area, formation of yard, erection of covered external storage areas and erection of concrete walling. Granted subject to conditions 04/09/2017.</p>
SITE VISITS	<p>Site inspections have taken place on the 11th April 18th May, 1st October and weekly since that date.</p> <p>Inspections have been undertaken as part of assessing the current application, and also to monitor the site with respect to compliance with other conditions which control activities and operations.</p>
DESCRIPTION	<p>This application seeks consent to vary condition 4 attached to planning permission 16/0832/PP which is for the formation of a vehicle wash area, formation of yard, erection of covered external storage area and erection of concrete walling.</p> <p>The application relates to the WRC premises on Newmains Avenue within the Inchinnan Business Park. Condition 4 is worded as follows:</p> <p><i>'That the proposed storage bays shall be fully enclosed and a maximum limit of four bays to be utilised for the sole purpose of pre-checking incoming material which will consist of only inert materials. For the avoidance of doubt, no storage of materials is to take place in the bays, either overnight or otherwise as per previous consent regarding the external yard area and external yard activities'</i></p> <p>The reason for the condition is to define the permission in the interest of visual amenity, and to ensure the environment in and around the facility is conducive to the wider area in and around Inchinnan Industrial Estate.</p> <p>The alternative wording for condition 4 is proposed as follows:</p> <p><i>'That within 28 days of the date of the granting of permission, a</i></p>

	<p><i>specification detailing the installation of a method of enclosure to the bays at the eastern end of the external storage area shall be submitted to, and approved in writing by, the Planning Authority. The specification shall include the design and finish of the enclosure, the method by which it shall be fixed to the structure, and a timetable for its installation. The method of enclosure shall thereafter be installed in accordance with the agreed upon specification and timetable, to the satisfaction of the Planning Authority. For the avoidance of doubt, only inert materials shall be stored in the external storage area'.</i></p>
COMMENTS	<p>Section 42 of The Town and Country Planning (Scotland) Act 1997 makes provision for applications to be made to the Planning Authority for the variation or removal of conditions attached to an existing planning permission.</p> <p>In deciding whether or not to vary or remove a condition, the Planning Authority can only take into consideration the acceptability of the existing or proposed condition and cannot re-consider whether or not the development is acceptable in principle.</p> <p>The use of the premises as a waste recycling centre was established through the granting of planning permission 14/0328/PP.</p> <p>Permission was subsequently granted (reference: 16/0832/PP) for an additional external storage area to the rear of the main building.</p> <p>Condition 4 of permission 16/0832/PP specifically relates to the operation of the storage bays, and can be broken down into three component requirements; (1) that the storage bays shall be fully enclosed; (2) that a maximum of four bays shall be used for sorting and checking incoming material which shall consist of inert material only; and, (3) no storage of materials is to take place within the bays overnight.</p> <p>The applicant seeks to vary the terms of part 1 of the condition so that only some of the storage bays will be enclosed and remove reference to parts 2 and 3.</p> <p>With regard to enclosure of the bays, site inspections have confirmed that the majority of the external storage building is screened from the public road as it is located behind the main building. It is only the bays at the eastern end of the storage building that are visible from the public road.</p> <p>Enclosure of the bays which are visible from the public road would satisfy the objective of condition 4. In this regard, materials stored in the bays would be screened from view by a method of enclosure installed at the eastern end of the building, with the bays to the west already screened by the main building.</p> <p>During inspection of the site, it was noted that a range of inert materials were being stored in the external storage building.</p>

These are predominantly materials which have been sorted and baled for onward transfer to another facility. In instances where materials were to be stored in the eastern bays, these bays would be enclosed thus screening the materials from view while they await onward transfer.

WRC have stated that enclosure of the bays will reduce their capacity, whilst also making loading and unloading of the bays less efficient. This is acknowledged. However, it should be noted that under the terms of the proposed condition, the majority of the bays at the western end of the storage building would be accessible.

The above approach is considered to strike a balance between safeguarding the visual amenity of the site, whilst allowing WRC to operate efficiently.

The above approach is also considered to negate the requirement for a restriction in the number of bays which can be used for sorting incoming materials, and for the requirement to remove materials from the bays overnight.

It is considered that the balanced solution to screening the bays that has been proposed will safeguard the visual amenity of the site. The stipulation that all incoming materials must be inert will be maintained.

In addition to the above, it should also be noted that conditions restricting the activities which can be undertaken within the yard area, and also the volume and type of materials which can be handled at the site, will be retained.

The measures WRC have taken in relation to the appearance of the site is noted. The measures include moving equipment and material away from prominent elevations, and installing a wall formed of interlocking concrete blocks to further screen the yard and external storage bays.

These measures are in response to ongoing monitoring by Planning, and various meetings to discuss operations at the site. They are also in addition to the screening of the bays themselves. The additional measures undertaken by WRC are welcomed.

In assessing the varied wording of condition 4 as proposed by the applicant, it is considered necessary to specify the area of the storage building which is to be enclosed. This can be achieved by marking the area to be enclosed on a plan and linking this to the condition.

For the purposes of supporting the varied wording of condition 4, the applicant has provided details as to the types of material which could be used to enclose the bays. Proposed materials include a PVC permeable woven mesh which would be fixed by straps and rails to the existing steel frame. Details as to how the mesh screen would operate in practice can be requested as part of condition 4 to ensure that the screen is lowered when materials are being stored, and only raised when access to the bay is required.

	<p>In view of the above, the varied wording for condition 4 is recommended as follows;</p> <p><i>'That within 28 days of the date of the granting of permission, a specification detailing the installation of a method of enclosure to the bays outlined in red on approved drawing 699-S02 revision P titled 'Site Plan' (and any subsequent revisions) shall be submitted to, and approved in writing by, the Planning Authority. The specification shall include the design and finish of the enclosure, the method by which it shall be fixed to the structure, a timetable for its installation, and details as to how the method of enclosure shall operate. The method of enclosure shall be installed in accordance with the approved specification and timetable, and shall thereafter operate in accordance with the approved specification, to the satisfaction of the Planning Authority. For the avoidance of doubt, only inert materials shall be stored in the external storage area'.</i></p> <p>All other conditions will be re-imposed as per their original wording.</p> <p>Having given consideration to the above, it is considered that condition 4 should be varied to require enclosure of part of the storage building only. This represents an approach which will not impact on the amenity of the Inchinnan Business Park. It is therefore recommended that the application should be approved, subject to conditions.</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 with the specific exception of vehicle deliveries and uplifts, associated vehicle parking and vehicle manoeuvring, all other activities shall be carried out entirely within building envelopes and no storage, sorting or processing of materials or any other activities shall be undertaken within the external yard area.

Reason: In the interests of visual amenity and to ensure that the use hereby approved does not undermine the attractiveness of the Inchinnan Industrial Estate.

- 2 That the materials to be processed within the facility hereby approved shall be restricted to plastics, paper, metal, textiles, and timber and that the total volume of materials handled at the facility shall not exceed 22575 tonnes per annum irrespective of the combination of plastics, paper, metal, textiles and timber. For the avoidance of doubt no household or putrescible waste shall be received, handled or processed on the site in any way.

Reason: In the interests of amenity and traffic safety, to define the consent, and to ensure that the operation of the facility remains consistent with the supporting information.

- 3 That within 28 days of the date of the granting of permission, a specification detailing the installation of a method of enclosure to the bays outlined in red on

approved drawing 699-S02 revision P titled 'Site Plan' (and any subsequent revisions) shall be submitted to, and approved in writing by, the Planning Authority. The specification shall include the design and finish of the enclosure, the method by which it shall be fixed to the structure, a timetable for its installation, and details as to how the method of enclosure shall operate. The method of enclosure shall be installed in accordance with the approved specification and timetable and shall thereafter operate in accordance with the approved specification, to the satisfaction of the Planning Authority. For the avoidance of doubt, only inert materials shall be stored in the external storage area.

Reason: to define the permission in the interest of visual amenity, and to ensure the environment in and around the facility is conducive to the wider area in and around Inchinnan Industrial Estate.

- 4 The proposal shall be implemented in compliance with the Drainage Impact Assessment prepared by Balfour Engineering Consultancy Ltd and dated 20th March 2017.

Reason: To ensure that the site is acceptably drained.

- 5 That before any development of the site commences a scheme of landscaping shall be submitted to and approved in writing by the Planning Authority ; the scheme shall include:- (a) details of any earth moulding and hard landscaping, grass seeding and turfing; (b) a scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted; (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their protection in the course of development, and (d) details of the phasing of these works;

Reason: In the interests of the visual amenity of the area.

- 6 That prior to development hereby permitted becoming operational, all planting, seeding turfing and earth moulding included in the scheme of landscaping and planting, approved under the terms of condition 5 above, shall be completed; and any trees, shrubs, or areas of grass which die, are removed, damaged, or diseased within 5 years of the completion of the development, shall be replaced in the next planting season with others of a similar size and species;

Reason: In the interests of amenity.

- 7 Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of the management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available from [http://www.aoa.org.uk/operations safety](http://www.aoa.org.uk/operations%20safety)).

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: It is necessary 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.

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.

Planning Application: Report of Handling

Reference No. 18/0593/PP



KEY INFORMATION

Ward 8:

Johnstone south & Elderslie

Applicant:

Mr Belljafrah
11 Park Circus
Glasgow
G3 6AH

Registered:

04/09/2018

Report by Director of Communities, Housing and Planning Services

PROSPECTIVE PROPOSAL:

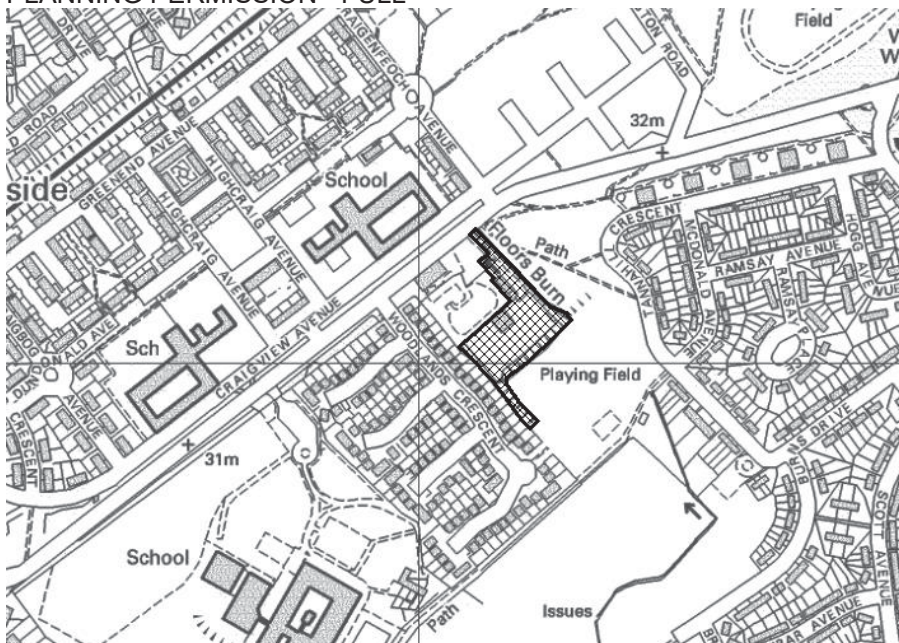
ERECTION OF THIRTEEN INDUSTRIAL UNITS WITH ASSOCIATED ACCESS ROAD AND CAR PARKING AND ERECTION OF PALISADE PERIMETER FENCE AND ACCESS GATES

LOCATION:

LAND TO SOUTH EAST OF BENSTON SERVICE STATION, BEITH ROAD, JOHNSTONE

APPLICATION FOR:

PLANNING PERMISSION - FULL



RECOMMENDATION

Refuse

Fraser Carlin
Head of Planning and Housing

IDENTIFIED KEY ISSUES

- The application is considered to be premature in that insufficient intrusive investigations in relation to the location of mine shafts, likely to be present within the site have been provided, which has the potential to give rise to significant safety and engineering risks, not only within the application site itself but within the wider area.
- The Coal Authority as a statutory consultee has objected to the proposals on the basis that building over or within the influencing distance of a mine shaft should wherever possible be avoided.

RENFREWSHIRE COUNCIL

DEVELOPMENT AND HOUSING SERVICES
REPORT OF HANDLING FOR APPLICATION 18/0593/PP

AGENT:	ICDP ARCHITECTS
APPLICANT:	Mr Belljafah
SITE ADDRESS:	Land to South East of Benston Service Station, Beith Road, Johnstone
PROPOSAL:	Erection of thirteen industrial units with associated access road and car parking and erection of palisade perimeter fence and access gates
APPLICATION FOR:	Planning Permission-Full

DATE OF ADVERT:	12/09/2018
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INTRODUCTION:	Board members are advised that the terms of the application were changed during the assessment period. The applicant originally applied for the erection of 16 industrial units within the site, however in addressing concerns relating to flooding and drainage of the site, the number of units proposed was reduced to 13.
NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	None received.
CONSULTATIONS:	<p><u>Consultations</u></p> <p>Environment & Infrastructure Service (Roads/Traffic) - No objections.</p> <p>Environment & Infrastructure Service (Design Service) - No objections.</p> <p>Environmental Protection Section (Roads) - No objections, subject to the imposition of conditions relating to noise and contamination.</p> <p>Glasgow Airport Safeguarding - No objections.</p> <p>The Coal Authority - Object to the proposals on the basis that building over or within the influencing distance of a mine entry should wherever possible be avoided. As the current application seeks full planning approval, with the positions of buildings therefore fixed, it is not considered appropriate to apply a pre-commencement condition on any consent given and instead it is recommended that intrusive investigations to locate and establish the condition of mine shafts within the site be carried out prior to the Coal Authority being in a position to remove the current objection.</p>

<p>SUPPORTING STATEMENTS</p>	<p><u>Supporting Statement</u> - A Supporting Statement has been submitted with the application which states that the site has previously been used for industrial purposes and whilst previous residential schemes have been approved on site, they have failed to materialise due to construction costs outweighing resale values.</p> <p>The applicant further states that market research has identified demand for industrial units of the scale proposed which would see the re-use of a brownfield site, which has been undeveloped for a period in excess of 15 years, bringing an economic boost to the local area.</p> <p><u>Response</u> The supporting statement is considered to present a balanced justification for considering an alternative use of the land to that which it is presently allocated for within the Adopted Local Development Plan.</p> <p><u>Coal Mining Risk Assessment</u> - The applicant's Coal Mining Risk Assessment indicates the risk of shallow unrecorded mine workings to be low, however it is concluded that there would be sufficient rock cover to prevent a surface risk from mineral instability.</p> <p>Two mine entries within the site boundary have the potential to pose a localised risk of mineral instability to any adjacent development and there is no record of mine gas emissions.</p> <p><u>Response</u> Following consultation with the Coal Authority, they have objected to the proposals on the basis that building over or within the influencing distance of a mine entry should wherever possible be avoided.</p> <p>As the current application seeks full planning approval, with the positions of buildings therefore fixed, it is not considered appropriate to apply a pre-commencement condition and instead it is recommended that intrusive investigations to locate and establish the condition of mine shafts within the site be carried out prior to the Coal Authority being in a position to remove the current objection.</p> <p><u>Drainage Strategy Report (Revision A)</u> - The applicant has provided a Drainage Strategy Report which considers attenuation measures, SUDs incorporation and the requirement for new Scottish Water connections to serve the development.</p> <p>In consultation with Environment and Infrastructure (Design Services) and following amendments to the scheme, the proposals are considered to be acceptable in terms of flooding and drainage measures proposed.</p> <p><u>Response</u> During the assessment process alterations were made to the original development scheme to address potential flooding risks, with the final layout addressing the concerns of Environment and Infrastructure (Design Services).</p>
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<p>DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS</p>	<p><u>Development Plan - Adopted Renfrewshire Local Development Plan 2014</u> Policy P4: Housing Action Programme Sites Policy P1: Renfrewshire's Places Policy I1: Connecting Places Policy I5: Flooding and Drainage</p> <p><u>New Development Supplementary Guidance</u> Delivering the Places Strategy: Places Development Criteria and Checklist Delivering the Infrastructure Strategy: Connecting Places and Flooding and Drainage</p>
<p>PLANNING HISTORY</p>	<p>The site has been used in the past for a market garden and, before that was a colliery, Benston Pit, in the nineteenth century.</p> <p>74/368 - Planning permission granted in September 1974 for a workshop/store/canteen/toilet block at a depot on this site.</p> <p>PRW/80/63 - Planning permission granted in February 1980 for the change of use of a dwelling house to office/store at the horticultural nursery occupying the site.</p> <p>94/0812/PP - Erection of supermarket, formation of ancillary car parking and alterations to existing access and car wash. Refused October 1994.</p> <p>06/0422/ CL - Certificate of lawfulness for use as a car breakers yard Granted May 2006</p> <p>07/0215/PP - Erection of 26 dwelling units (8 semi-detached houses and 18 flats in 3 blocks of 6). Granted subject to conditions January 2008.</p> <p>12/0673/PP - Amendment to condition 1 of planning permission 07/0215/PP for the erection of 26 dwelling units, to extend the timescale of consent. Granted subject to conditions November 2012</p> <p>15/0730/PP - Engineering operations to form flood attenuation and landscape works. Granted January 2016.</p> <p>18/0458/PP - Use of vacant site as hand car wash. Currently under consideration.</p>
<p>DESCRIPTION</p>	<p>Planning permission is sought for the erection of thirteen industrial units, with an associated access road, car parking and fencing at land to the south east of the former Benston Service Station, Beith Road, Johnstone.</p> <p>Access to the site is gained from Beith Road along the side of the former service station.</p> <p>The site is generally flat but rises at the southern boundary towards the public open space bordering the site to the south east and north east. Houses in Woodlands Crescent border the site towards the south west and an open area of land to the rear of the service station borders the site towards the north</p>

	<p>west. The Floors Burn flows in a channel parallel to, and on the north east side of, the access track.</p> <p>The proposed units would comprise an external ground floor area of 172sq m each (length 14.6m x width 11.8m), reaching a height of 8m overall.</p> <p>Finishing materials include aluminium and composite panelling.</p>
COMMENTS	<p>Policy P4 of the adopted Renfrewshire Local Development Plan (2014) covers the application site and identifies it as suitable for the delivery of housing, however despite a number of consents being approved for residential development at this location since 2008, no development of this nature has been forthcoming. Given the length of the time the site has lain undeveloped alternative land uses could therefore be considered for the location to see the re-use of a brownfield site.</p> <p>Considering the Places Development Criteria of the New Development Supplementary Guidance, the layout, built form, design and materials proposed would be acceptable for an industrial use and are of a suitably high quality.</p> <p>The density of the development would also respect the density of surrounding area (albeit of a residential nature primarily).</p> <p>Given that the site is brownfield and has previously been developed, service provision is likely to be available or capable of being provided, to serve the proposed use.</p> <p>With regard to landscaping any consent given shall require the submission of additional details through the imposition of a planning condition.</p> <p>Having consulted with Environmental Protection Section, a noise assessment has been requested as a condition of any consent given to ensure any potential impact can be addressed, to protect the amenity of adjacent residential properties from the proposed use.</p> <p>Appropriate connectivity from the site has been provided following ongoing discussion with Environment and Infrastructure Services (Roads).</p> <p>Overall, the proposals are considered to address the requirements of the Places Development Criteria of the New Development Supplementary Guidance.</p> <p>With regard to Policy I5, the applicant through amendments to the layout submitted, has achieved a suitable solution for the site in terms of flooding and drainage arrangements to the satisfaction of Environment & Infrastructure Service (Design Service) and in accordance with Policy I5.</p> <p>Whilst the above assessment demonstrates that there could be justification for the development for the reasons stated, the Coal Authority, as a statutory consultee has objected to the development, raising a substantive concern.</p>

	<p>This concern has been raised on the basis that the applicant has opted not to carry out additional, recommended, intrusive investigatory works at this stage and has instead opted to carry out such works should planning permission be approved.</p> <p>Given that there are potential inaccuracies in the plotting of mine shafts within / in close proximity to the application site boundary and any form of development over or within the influencing distance of a mine entry can be dangerous, raising significant safety and engineering risks, the proposals cannot be supported.</p> <p>As a result of the lack of supporting information made available to address the substantive concerns of the Coal Authority, the Planning Authority would not be in a position to support development of the nature proposed at this time and it is considered that the application is premature until the results of further investigation can be provided in support of the proposals.</p> <p>In light of the above assessment it is considered that insufficient information has been provided to support the development and as such it is recommended that the application be refused.</p>
RECOMMENDATION	Refuse
NOTE	That should the Board be minded to grant the application, a final decision on the application should be referred to Scottish Ministers for approval in accordance with the relevant legislation, given the objection from a statutory consultee.

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Reason for Decision

The application is considered to be premature in that insufficient intrusive investigations of the locations of mine shafts, likely to be present within the site have been provided, which has the potential to give rise to significant safety and engineering risks, not only within the application site itself but within the wider area.

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.

Planning Application: Report of Handling

Reference No. 18/0649/PP



KEY INFORMATION

Ward 9:

Johnstone North,
Kilbarchan, Howwood
and Lochwinnoch

Applicant:

Megarity Development
Ltd
Auchan's Farm
Auchan Road
Houston
PA6 7EE

Registered:

18/09/2018

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL:

DEMOLITION OF SINGLE STOREY GARAGE BUILDINGS AND
ERECTION OF FLATTED ACCOMMODATION.

LOCATION:

11 STEEPLE STREET, KILBARCHAN

APPLICATION FOR:

PLANNING PERMISSION – FULL



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RECOMMENDATION

Grant subject to
conditions.

Fraser Carlin
Head of Planning and
Housing

IDENTIFIED KEY ISSUES

- The proposals accord with the adopted Renfrewshire Local Development Plan land use designation Policy P1 'Places' and Policy ENV3 'Built Heritage, the New Development Supplementary Guidance and Historic Environment Scotland's Policy Statement.
- There have been four objections. The points raised include the buildings having architectural and historic value to Kilbarchan, loss of parking spaces and the requirement for traditional materials to be used in the development.
- Kilbarchan Community Council offer no objections to the proposal however would encourage finishes and a design that reflect Kilbarchan Conservation Area and would seek an upgrade of the adjacent car park for additional parking for the development.
- The form, siting, design, density, external finish and layout of the proposed development are considered to be acceptable.

COMMUNITIES, HOUSING AND PLANNING SERVICES
REPORT OF HANDLING FOR APPLICATION **18/0649/PP**

APPLICANT:	Megarity Developments Ltd
SITE ADDRESS:	11 Steeple Street, Kilbarchan, PA10 2JF
PROPOSAL:	Demolition of single storey garage buildings and erection of flatted accommodation
APPLICATION FOR:	Planning Permission in Full

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p>There have been four objections received and the issues raised are summarised below.</p> <ol style="list-style-type: none"> 1. The buildings to be demolished have architectural and historic value to Kilbarchan. 2. The proposal would involve the loss of parking spaces on the gap site itself and with little dedicated parking spaces for the development within the application site, a greater pressure would be put on already limited public parking. 3. The two areas identified as car parks opposite the site are not car parks. One belongs to the scout organisation and gets closed off periodically and the other is a gap site used for parking and is in a very bad state of repair. 4. The finishing materials should be traditional materials including sash and case timber windows and cast-iron rainwater goods. <p><u>Response</u></p> <p>With regard to the issues raised through objection, it is considered that the applicants have put forward a proposal which seeks to improve upon the previously consented scheme (16/0160/PP).</p> <p>The proposal introduces a mix of housing units of a design, size and scale which contributes positively to the character of the Conservation Area and introduces a degree of interest to this street block.</p> <p>The buildings which require to be demolished, while attractive in their own right, do not contribute significantly to the character of the Conservation Area, a view shared by Historic Environment Scotland.</p> <p>In terms of the loss of parking spaces from the redevelopment of the gap site, a condition is to be attached to ensure that the parking area adjacent to the site is upgraded to provide additional parking in the village.</p> <p>A condition will also be attached to ensure that the finishes of the development are in keeping with the surrounding Conservation Area.</p>
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CONSULTATIONS:	<p>Kilbarchan Community Council - Do not object to the demolition of the existing garage but request that comments in relation to final finish and design are considered.</p> <p>While the development is supported it is requested that window sizes be more proportionate to the building and more in keeping with the surrounding buildings, and that the informal car park opposite should be upgraded to an appropriate standard.</p> <p><u>Response</u> The finishes and design of the proposal would reflect that of traditional buildings in the Conservation Area.</p> <p>In response to the Community Council's representation, Planning requested that the applicant alter the proposed window sizes to be more proportionate to the building and more in keeping with the surrounding buildings.</p> <p>A condition will be attached to upgrade the adjacent car parking area to allow additional parking in and around the site.</p> <p>West of Scotland Archaeological Service - No objection subject to a condition that an archaeological watching brief be implemented.</p> <p><u>Response</u> Condition attached.</p> <p>Environmental and Infrastructure Services (Roads) – No objection subject to the upgrading of adjacent parking area.</p> <p><u>Response</u> Condition attached.</p>
PRE-APPLICATION COMMENTS:	<p>Advice was given in relation to particular detailing and finishes to a proposal within a Conservation Area and the requirement to consider the impact of any development on its character and setting.</p>
DESIGN/PLANNING STATEMENT:	<p>Conservation Benefits Statement - It is stated that the application seeks to sympathetically respond to and respect the streetscape within this area of Kilbarchan, reflecting key architectural features, materials and fenestration of the area</p> <p>The materials proposed are natural sandstone, render and slate which set an ordering system respective of base, middle and piano noble. The change in materials from ground to roofscape aims to reflect the historic nature of the development, which would have been shops on the ground floor with flats above.</p> <p>The applicant proposes the use of dormer windows to the attic apartments to ensure that they are in keeping with the vernacular styles and rhythms seen elsewhere in the village and that the building proposed mediates between the existing levels and links the two existing buildings.</p>
DEVELOPMENT PLAN POLICIES/	<p><u>Adopted Renfrewshire Local Development Plan 2014</u> Policy P1 - Renfrewshire's Places</p>

OTHER MATERIAL CONSIDERATIONS	<p>Policy ENV 3 - Built Heritage</p> <p><u>New Development Supplementary Guidance</u> Delivering the Places Strategy: Places Development Criteria Delivering the Environment Strategy: Development within Conservation Areas, Contaminated Land</p> <p>Delivering the Infrastructure Strategy: Infrastructure Development Criteria.</p> <p><u>Material considerations</u> Renfrewshire's Places Residential Design Guide; Historic Environment Scotland Policy Statement and the guidance notes Managing Change in the Historic Environment.</p>
PLANNING HISTORY	<p>06/1349/PP - Conversion of workshop to form dwelling house. This application was granted subject to conditions on 30/08/2007.</p> <p>07/0259/PP - Erection of two dwellings and conversion and extension of existing store to form dwelling house and associated part demolition of outbuildings. This application was granted subject to conditions on 30/09/2007.</p> <p>12/0559/PP - Erection of two dwellinghouses and conversion and extension of store to form dwellinghouse (renewal of planning consent 07/0259/PP). Granted subject to conditions 11/10/2012.</p> <p>16/0160/PP - Erection of two dwellinghouses, conversion and extension of store to form dwellinghouse (Renewal of planning consent 07/0259/PP). Granted subject to conditions 05/09/2016.</p> <p>18/0650/CC – Demolition of single storey garage buildings. This is a concurrent application which is also under consideration.</p>
DESCRIPTION	<p>This application seeks planning permission for the erection of five residential flats and associated part demolition of outbuildings on a vacant site on the north side of Steeple Street in Kilbarchan within the Conservation Area.</p> <p>There is an extant planning permission 16/0160/PP for the erection of two dwellinghouses and conversion and extension of a store to form a third dwellinghouse which was granted planning permission subject to conditions in September 2016.</p> <p>This application proposes the erection of five residential flatted units comprising two flats on the ground floor and 3 two storey flats on the second and third floors. The third floor is contained within the roofspace of the building.</p> <p>The ground floor flats would be accessed from the front and the upper floor flats would be accessed through a pend to the rear by means of a stair and balcony to first floor level. To the rear, there would be gardens, a private courtyard and three parking spaces.</p> <p>The application site comprises a gap site in an existing frontage in Steeple Street, an existing building next to it used for storage, and a</p>

	<p>collection of out buildings to the rear, located centrally within the Kilbarchan Conservation Area.</p> <p>The gap site is currently used as an informal car park and was formerly occupied by houses.</p> <p>The existing store and outbuildings are traditional buildings built in stone with slate roofs. The store building to the front of the site has a crow stepped gable which abuts a two-storey sandstone tenement to the east.</p> <p>The site is bound to the west by a traditional two storey building which accommodates a veterinary surgery and flats, to the north by a shop and open space, to the east by a dog grooming parlour with flats above and to the south by Steeple Street and a car park beyond.</p>
DESIGN AND MATERIALS	<p>The walls would be finished with wet dash render, a sandstone detail and the roofs with natural slate.</p> <p>The detailing of the light and shade of the facade afforded by different materials and colours introduce a degree of interest while fitting positively with surrounding buildings.</p> <p>The building has been designed to reflect the design and character of the street scene and its height will fit sympathetically with the buildings on either side and the street scene generally.</p>
SCALE AND POSITIONING	<p>The building would be three storeys high including the roof accommodation and would respect the line of existing buildings on either side.</p> <p>The ridge line would reflect surrounding heights and the fall of the ground level downwards on Steeple Street.</p> <p>The design of the new housing would be of traditional proportions in terms of height, bulk, massing relationship to existing building lines and plot widths.</p> <p>The scale, proportions, vertical and horizontal emphases also fit sympathetically with the surrounding buildings and conservation area as a whole.</p>
PRIVACY AND OVERLOOKING	<p>There would be no unacceptable overlooking of adjacent buildings as a result of the proposal and there is adequate provision for services.</p>
DAYLIGHT AND OVERSHADOWING	<p>There should be no unacceptable overshadowing or impact on daylighting to adjacent properties due to the positioning, scale and orientation of the development proposed.</p>
LANDSCAPING	<p>There are no existing landscape or ecological features which require to be retained. Landscaping is proposed within the enclosed courtyard to the rear.</p>
ACCESS AND PARKING	<p>The Director of Environment & Infrastructure Services (Roads) has offered no objection to the proposal in relation to road safety or</p>

	parking provision on the condition that a parking area opposite the site is upgraded to provide visitor parking.
COMMENTS	<p>The principle planning issues to be addressed in this instance are considered to be whether the proposals accord with the provisions of the development plan, whether the proposals are acceptable in land use planning terms especially with regard to their impact on the character of the Kilbarchan Conservation Area and whether the proposals are acceptable having regard to any other material planning consideration including the views of the consultees and the issues raised through objection.</p> <p>Policy P1 'Renfrewshire's Places' sets out a presumption in favour of a continuance of the built form. It considers that new developments within these areas should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses as set out by the criteria in the New Development Supplementary Guidance.</p> <p>As the proposal is for residential use it is considered to be acceptable in principle.</p> <p>Policy ENV 3 'Conservation Areas' and Historic Environment Scotland's guidance seek to protect, preserve and enhance the unique townscape qualities of Conservation Areas.</p> <p>Historic Environment Scotland's Policy Statement considers that the protection of the historic environment is not about preventing change, but that change should be managed to achieve the best outcome for the historic environment recognising, amongst others, economic realities.</p> <p>In this regard, the design of the proposal would reflect that of traditional buildings in the Conservation Area and maintain local distinctiveness.</p> <p>The height, massing and detail of the design reflect the vernacular architecture of the area.</p> <p>Traditional materials are to be used in the external finish of the new building.</p> <p>The development has been designed to fit sympathetically with the surrounding area and as such the density of the development is in keeping with that of the surrounding area.</p> <p>The New Development Supplementary Guidance specifically states that the redevelopment of gap sites is encouraged and should enhance the character and distinctiveness of the Conservation Area. The current proposal meets this aim.</p> <p>In light of the above assessment, it is considered that the proposal accords with the relevant policies and guidance of the Adopted Local Development Plan, the New Development Supplementary Guidance and the Historic Environment Scotland Policy Statement. It is therefore recommended that the Board grant planning permission.</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 the commencement of development, full details and/or samples of the facing materials to be used on all external walls and the natural slate to be used on all roofs shall be submitted to, and approved by, the Planning Authority.

Reason: These details have not been submitted

2. That prior to the commencement of development, full details and/or samples of the facing materials to be used on all external walls and the natural slate to be used on all roofs shall be submitted to, and approved by, the Planning Authority.

Reason: These details have not been submitted.

3. That all windows in the development hereby approved shall be timber framed, traditionally opening, sash and case windows.

Reason: In the interests of maintaining the amenity of Kilbarchan Conservation Area.

4. That prior to work commencing on site, a scheme for the provision of decorative screens to be placed on both sides of the pend leading to the rear of 19 Steeple Street shall be submitted to, and approved in writing by, the Planning Authority. The screens shall thereafter be installed prior to the occupation of the dwellinghouse to be formed by conversion of the existing store.

Reason: In the interests of the safety of pedestrians.

5. Prior to the development commencing, the developer shall secure the implementation of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant 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.

Reason: To ensure that any archaeological remains which may be disturbed can be identified, excavated and recorded.

6. That prior to the commencement of development:

(a) a site investigation report characterising the nature and extent of any soil, water and gas contamination within the site); and, if remediation works are recommended therein

(b) a remediation strategy/method statement identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

Shall be prepared in accordance with current authoritative technical guidance and submitted for the written approval of the Planning Authority.

Reason: To ensure that the site is suitable for the use approved.

7. That prior to the occupation of any unit hereby approved:

(a) a verification Report confirming completion of the works specified within the approved Remediation strategy; or

(b) where remediation works are not required but soils are to be imported to the site, a Verification Report confirming imported materials are suitable for use

Shall be submitted for the written approval of the Planning Authority.

Reason: To ensure that the site is suitable for the use approved.

8. That prior to the commencement of development, details of the boundary treatments to the rear and sides of the application site, incorporating the stone attained from the demolition of the buildings on site, shall be submitted for the written approval of the planning authority and erected as approved prior to the occupation of the dwellings hereby approved.

Reason: In the interests of the amenity of the site and surroundings and to reflect its location within the conservation area.

9. That prior to the commencement of development, details of car parking improvements to the area of land outlined in green on Drawing No 18-16-015 (Existing Block Plan), shall be submitted for the written approval of the planning authority and completed as approved prior to the occupation of the dwellings hereby approved.

Reason: To ensure that an appropriate level of off street parking is available within the area

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.

Planning Application: Report of Handling

Reference No. 18/0650/CC



KEY INFORMATION

Ward 9:

Johnstone North,
Kilbarchan, Howwood
and Lochwinnoch

Applicant:

Megarity Development
Ltd
Auchan's Farm
Auchan Road
Houston
PA6 7EE

Registered:

13/09/2018

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL:

DEMOLITION OF SINGLE STOREY GARAGE BUILDINGS

LOCATION:

11 STEEPLE STREET, KILBARCHAN

APPLICATION FOR:

CONSERVATION AREA CONSENT (DEMOLITION)



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RECOMMENDATION

Grant subject to
conditions.

Fraser Carlin
Head of Planning and
Housing

IDENTIFIED KEY ISSUES

- The proposals accord with the adopted Renfrewshire Local Development Plan land use Policy ENV3 'Built Heritage, the New Development Supplementary Guidance and Historic Environment Scotland's Policy Statement.
- The building is an unlisted building located within Kilbarchan Conservation Area.
- There has been one representation received. The points raised include impact on daylight to adjacent properties, the inadequacy of parking spaces and the impact on the existing sewerage system.
- Historic Environment Scotland offer no objection to the proposals.

COMMUNITIES, HOUSING AND PLANNING SERVICES
REPORT OF HANDLING FOR APPLICATION **18/0650/CC**

APPLICANT:	Megarity Developments Ltd
SITE ADDRESS:	11 Steeple Street, Kilbarchan PA10 2JF
PROPOSAL:	Demolition of single storey garage buildings.
APPLICATION FOR:	Conservation Area Consent (Demolition)

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p>There has been one letter of objection submitted in relation to this proposal and the issues raised are summarised below.</p> <ol style="list-style-type: none"> 1. The proposal would impact on the degree of daylight afforded to adjacent properties. 2. The number of parking spaces allocated would be inadequate for the number of units built putting pressure on existing car parking spaces in the vicinity. 3. The existing sewerage system is already overloaded. <p><u>Response</u></p> <p>These issues have been considered through the assessment of the concurrent planning application for the redevelopment scheme and in this regard are not relevant to the consideration of this application for demolition of the existing buildings.</p> <p>However, in cross referencing the planning application for the redevelopment scheme, there would be no unacceptable overshadowing or impact on daylighting to adjacent properties.</p> <p>In terms of the loss of parking spaces from the redevelopment of the gap site, a condition is to be attached to concurrent planning application for the redevelopment scheme to ensure that the parking area adjacent to the site is upgraded to provide parking in the village.</p> <p>The proposal is for an additional five residential units which will not have a significant impact on the existing sewerage system.</p>
CONSULTATIONS:	<p>Historic Environment Scotland –</p> <p>No objection. Historic Environment Scotland state that while the supporting material with the application does not provide much analysis of the building to argue a case for demolition, they are satisfied that the buildings contribution is not significant and that the rendered finish and brickwork suggests a twentieth century date rather than something much earlier and more significant.</p> <p>It is suggested that the crowsteps are retained for re-use on site elsewhere.</p> <p>The aim of the proposal to improve upon the previous approval</p>

	<p>considering the demographic and housing typologies of the village catering for an older population in the main is welcomed.</p> <p><u>Response</u> Historic Environment Scotland's response is noted. There is a condition to be applied in relation to the re-use of the crowsteps in the redevelopment.</p>
PRE-APPLICATION COMMENTS:	<p>It was advised that that the buildings to be demolished are not listed. Any assessment of the proposal would be based on the building's contribution to the character and appearance of the Conservation Area and the acceptability of the proposals for the cleared site.</p>
DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<p><u>Adopted Renfrewshire Local Development Plan 2014</u> Policy P1: Renfrewshires Places Policy ENV3: Built Heritage</p> <p><u>New Development Supplementary Guidance</u> Delivering the Places Strategy: Places Development Criteria Delivering the Environment Strategy: Conservation Areas</p> <p><u>Material considerations</u> Historic Environment Scotland Policy Statement 2016 Managing Change in the Historic Environment - Demolition</p>
PLANNING HISTORY	<p>07/0259/PP - Erection of two dwellinghouses and conversion and extension of existing store to form dwellinghouse and associated part demolition of outbuildings.</p> <p>12/0559/PP - Erection of two dwellinghouses, conversion and extension of store to form dwellinghouse (Renewal of planning consent 07/0259/PP).</p> <p>16/0160/PP - Erection of two dwellinghouses and conversion and extension of store to form dwellinghouse.</p> <p>18/0649/PP – Demolition of single storey garage buildings and erection of flatted accommodation. This is a concurrent application which is also under consideration.</p>
DESCRIPTION	<p>Conservation Area Consent is sought for the demolition of a single storey u-shaped former garage building which is located on the north side of Steeple Street, Kilbarchan within the Conservation Area.</p> <p>The building has lain vacant for a considerable period and has previously formed part of proposed redevelopment proposals. As a consequence, these buildings are now derelict showing signs of neglect and deterioration.</p> <p>The application proposals involve complete demolition of the front building and partial demolition of the building to the rear.</p> <p>The building occupies the frontage of the site facing Church</p>

	<p>Street and extends in a u-shape to the rear. The building is not listed but lies within the Conservation Area.</p> <p>The application is accompanied by supporting information in the form of a Conservation Benefit Statement which demonstrates why the building cannot be accommodated within the redevelopment scheme for the site.</p> <p>The redevelopment proposals are the subject of a concurrent application at this Board, seeking planning permission for a residential development comprising of five residential units.</p>
COMMENTS	<p>Consideration must be given to the relevant policies within the Adopted Renfrewshire Local Development Plan, and Historic Environment Scotland's 'Managing Change in the Historic Environment Guidance Notes.</p> <p>The policy principles include enabling positive change in the historic environment, sensitively managing change, and avoiding or minimising adverse impacts.</p> <p>In terms of the Development Plan, Policy P1: Renfrewshire's Places presumes in favour of a continuance of the built form.</p> <p>It considers that new development within these areas should be compatible and complementary to existing uses and demonstrate that they would cause no significant harm to these uses in accordance with the provisions set out in the New Development Supplementary Guidance.</p> <p>In this regard the application site has lain vacant for some time, unable to secure investment and the development proposed through App Ref No: 18/0649/PP seeks planning permission for a residential development in a predominantly residential area and can be considered to be acceptable in principle.</p> <p>Policy ENV3: Built Heritage sets out that development proposals, including enabling development, within or in the vicinity of built heritage assets will be required to demonstrate that there is no negative impact to their site or setting and is in accordance with the provisions set out in the New Development Supplementary Guidance. The proposals are considered to be compliant in this regard.</p> <p>Historic Environment Scotland Policy Statement advises that planning authorities should carefully consider the contribution that an unlisted building makes to a Conservation Area and that retention, restoration and conversion should be considered before demolition.</p> <p>The policy statement outlines that in some cases demolition may be appropriate, for example, if the building is of little townscape value, if its structural condition rules out its retention at reasonable cost, or if its form or location makes its re-use extremely difficult.</p> <p>It is considered that the proposals comply with Historic</p>

	<p>Environment Scotland Policy Statement with regard to the historic environment and that the proposals, when taken in the context of the anticipated redevelopment of the site, comply with the general requirements in respect of the conservation value of the building and sensitive redevelopment of any vacant site subsequently arising.</p> <p>In this regard, these buildings, while attractive in their own right, do not contribute significantly to the character of the Conservation Area. A view shared by Historic Environment Scotland.</p> <p>Having regards to Historic Environment Scotland Managing Change in the Historic Environment Guidance Note on 'Demolition, the appropriate tests are also considered to have been met.</p> <p>In this regard App Ref No: 18/0649/PP which is also under consideration represents a scheme which is both sensitive to its context and suitable for the site.</p> <p>The guidance note also comments that if consent for demolition is granted, salvage and reuse of the materials can ensure retention of architectural features and materials and in this particular case, it merits noting that the current proposal seeks to utilise some of the stone in boundary features within the site and on the facade of the building proposed.</p> <p>With regard to the issues raised through objection, these issues have been considered through the assessment of the concurrent planning application for the redevelopment scheme and in this regard are not relevant to the consideration of this application for demolition.</p> <p>The redevelopment of the site would provide a new development of residential units which would respond appropriately to the surrounding context and which would impact positively on the conservation area.</p> <p>The demolition and clearance of the buildings would allow an alternative use at this location, contributing to the regeneration of this site and the wider village centre area.</p> <p>In conclusion it is considered that the demolition of this unlisted building in the Conservation Area is justified as it does not make a significant contribution to the character and appearance of Kilbarchan Conservation Area and the proposal accords with Policy P1 and Policy ENV3 of the Local Development Plan, the relevant aspects of the New Development Supplementary Guidance and Historic Environment Scotland's Policy.</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 No demolition shall take place until it has been demonstrated to the written satisfaction of the planning authority that signed and binding contracts are in place to secure the redevelopment of the site immediately following demolition, and in a manner consistent with that set out in planning permission reference number 18/0649/PP.

Reason: In the interest of amenity and to ensure that the building is not demolished unless approved development is to take place on the cleared site immediately following its demolition.

- 2 That the crowsteps and stones should be removed to ensure that they are capable of reuse within the development subject of Application Ref: 18/0649/PP, and should be reused as illustrated in the stamped approved drawings to the satisfaction of the Planning Authority.

Reason: They comprise an architectural feature of the site with conservation value which should be reused within the site.

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.

Planning Application: Report of Handling

Reference No. 18/0482/PP



KEY INFORMATION

Ward:

4: Paisley North West

12: Erskine and Inchinnan

Applicant:

Renfrewshire Council
City Deal Team
Development and Housing
Services
Renfrewshire House
Cotton Street
Paisley
PA1 1JD

Registered:

29 June 2018

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL:

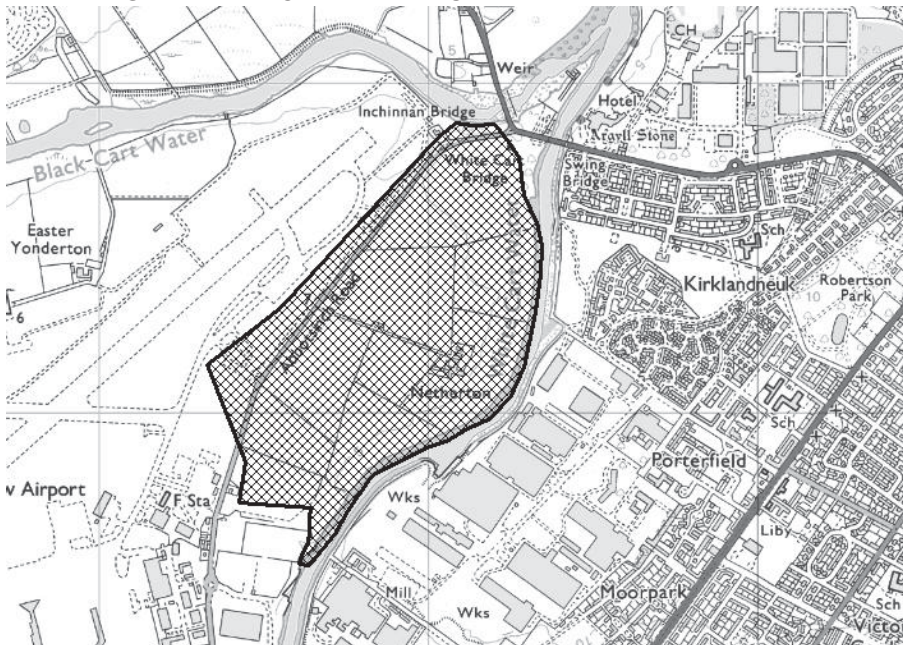
Erection of business park development (in principle), to include advanced manufacturing, research and development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage and distribution uses; ancillary service, education and training provision; plus associated car parking, access, landscaping, infrastructure works, public realm and open space.

LOCATION:

Netherton Farm, Abbotsinch Road, Renfrew, PA4 9PA

APPLICATION FOR:

PLANNING PERMISSION - IN PRINCIPLE



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RECOMMENDATION

Grant subject to
conditions.

Fraser Carlin
Head of Planning and
Housing

IDENTIFIED KEY ISSUES

- The proposals are for the development of a business park as part of delivering the City Deal Projects in Renfrewshire to create a new Advanced Innovation District Scotland (AMIDS).
- The proposal complies with the provisions of National Planning Framework 3, Scottish Planning Policy, Clydeplan and the strategic and local components of the Development Plan in relation to the creation of optimum set of conditions for attracting future development investment and employment in a Strategic Economic Investment Location.
- One representation has been received from Glasgow Airport Ltd outlining that the objective of enabling the growth and the expansion of the airport has been overlooked in this application and there were concerns raised concerns regarding the details set out in the application submission.
- No objections from statutory consultees.

RENFREWSHIRE COUNCIL

COMMUNITIES, HOUSING AND PLANNING SERVICES REPORT OF HANDLING FOR APPLICATION **18/0482/PP**

APPLICANT:	Renfrewshire Council
SITE ADDRESS:	Netherton Farm, Abbotsinch Road, Renfrew, PA4 9PA
PROPOSAL:	Erection of business park development (in principle), to include advanced manufacturing, research and development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage and distribution uses; ancillary service, education and training provision; plus associated car parking, access, landscaping, infrastructure works, public realm and open space.
APPLICATION FOR:	Planning Permission in Principle

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p>A holding objection was received from Glasgow Airport Limited on the 27 July 2018. The representation stated that there were elements of the application that required clarification and refinement but anticipated that these could be resolved through constructive engagement.</p> <p>Glasgow Airport Limited stated that they did support the Council and other partners efforts to promote economic development, particularly in relation to the Airport Investment Area and the Airport Access Project.</p> <p>Following further engagement and discussion, Glasgow Airport Limited were asked if they wished to withdraw or retain the objection to the planning application. Correspondence from Glasgow Airport Limited dated 4 December 2018 confirmed that the matters raised in the holding objection have unfortunately not yet been addressed. Glasgow Airport Limited's position is therefore one of objection. The correspondence did clarify that the objection does not fall within the remit of the Airport/NATS discharging statutory consultee activities.</p> <p>The grounds of Glasgow Airport Limited objection are as follows;</p> <p>Proposed land use policy alignment: The site at Netherton Farm is designated as an expansion area for airport operational, airport related and ancillary uses, nationally (National Planning Framework), regional (Strategic Development Plan) and locally (Renfrewshire Local Development Plan (LDP) 2014). The policies contained therein supports the growth of the airport, with complimentary developments in the surrounding area.</p> <p>Glasgow Airport Limited consider that the objective of enabling the growth and the expansion of the airport seems to be overlooked in the written material submitted in support of the planning application.</p>
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They state that it is important that provision for airport expansion is made explicit to prevent confusion and risk of compromising the airport's ability to grow as outlined in the Glasgow Airport Masterplan (2011).

Response

The Development Plan Framework in Renfrewshire which includes National Planning Framework 3, Clydeplan and the Renfrewshire Local Development Plan all support proposals to deliver significant economic growth through the investment in infrastructure associated with the Glasgow City Region City Deal.

The proposal set out in this planning application presents delivery of an early outcome of City Deal investment, assisting in strengthening and growing the City Region's economy and is therefore aligned with the Development Plan framework.

It is considered that the principles and elements outlined in the Draft Glasgow Airport Masterplan (2011) forms an integral component of the illustrative masterplan submitted in support of the proposed development.

The Parameter Plan and vision set out in the Development Guide that accompanies the planning application states that the aspiration of the proposal is to facilitate the continued growth and expansion of the Airport.

The illustrative masterplan also sets principles that allows flexibility, capable of future proofing the area to ensure that it can adapt to changing circumstances and demands which is considered to be what is required given the draft status of the Airport's Masterplan.

The planning permission in principle application aims to establish the appropriateness of the proposed uses. The final design, layout, scale and uses will be determined by subsequent detailed planning applications which can be influenced as the site develops over the short, medium and long term, allowing Glasgow Airport and others to continue to shape the development as trends, demands and situations change.

It is considered that the proposal would not compromise the airport functionality and would support future airport growth and expansion.

Framework Masterplan:

The indicative masterplan has not previously been shared with Glasgow Airport Limited. There is a secondary east/west road which appears close to the airport perimeter and airport manoeuvring area where safety considerations should be taken into account.

Response

As outlined above, the indicative masterplan included as part of the submission is illustrative and is intended to provide principles and aspirations which assist with the delivery of a

	<p>high-quality sustainable development.</p> <p>The supporting information states that given such a key strategic site in delivering the City Region City Deal, the site requires to set out a framework that creates a unique sense of place, that embodies the aspiration of the Region for innovation, research and advanced manufacturing located adjacent to the Region's asset, the Airport.</p> <p>This application is for planning permission in principle. Full consultation and continued on-going engagement will be undertaken with Glasgow Airport Limited to influence the layout of the site as it develops.</p> <p>The proposal would not compromise the airport functionality and it has been demonstrated that the development would support future airport growth and expansion.</p> <p>Development Guide: The Development Guide does not make provision for airport operational and related uses explicit and reference should be made that these uses should support the growth of the airport. Other areas for clarification should be the public and active travel links, emergency access, pedestrian routes and the narrow descriptions for the character areas.</p> <p><u>Response</u> This application is for planning permission in principle, there is a number of document that has been provided in support of this application, the Development Guide is only one of a suite of documents. It is considered that the future aspirations of the Airport are considered adequately within this document.</p> <p>Full details of uses, active travel links etc. will be submitted with further applications for matters specified in conditions including the submission of an Active Travel Plan.</p> <p>Again, it is considered that the proposal would not compromise the airport functionality and it has been demonstrated that the development would support future airport growth and expansion.</p>
CONSULTATIONS:	<p>National Air Traffic Services (NATS) – No objections subject to the imposition of a planning condition that detailed plans shall be approved in writing by the Planning Authority and by the radar operator (NATS).</p> <p><u>Response</u> Noted. This application is for planning permission in principle. Full consultation will be undertaken with NATS for further applications for matters specified in conditions.</p> <p>Glasgow Airport (GAS) – The development could conflict with safeguarding criteria. Conditions should be attached to ensure full details of height, layout form and materials of buildings and structures are approved in consultation with Glasgow Airport.</p>

Full details of soft and water landscaping works, a Bird Hazard Management Plan and details of permanent lighting should also be submitted for approval.

The applicant should also be aware of the British Standard Code of Practice for the safe use of cranes in close proximity of an aerodrome.

Response

Noted. This application is for planning permission in principle. Full consultation will be undertaken with Glasgow Airport for further applications for matters specified in conditions.

An advisory note will be attached with regards to crane operation during construction.

SEPA – No objections. Floodplain development in Netherton Farm is not the most sustainable flood management approach. However, it is acknowledged that the proposed development within the floodplain is for airport use only and as such, is viewed as essential infrastructure. There are no objections on flooding grounds on the basis that the use of land within the floodplain is for airport use only.

A condition is also required that the proposal considers the potential for district heating and an energy statement exploring the feasibility for district heating in line with Scottish Planning Policy.

Response

Noted and will be addressed with the imposition of an appropriate planning condition.

Transport Scotland – No objections subject to conditions that the approval is in principle only and that further submissions for detailed consent shall be in consultation with Transport Scotland as the Trunk Roads Authority and that a comprehensive Travel Plan shall be submitted.

A financial contribution should also be provided towards a managed motorway scheme, or such other scheme, as may be agreed by Renfrewshire Council in conjunction with Transport Scotland.

Response

Noted. This application is for planning permission in principle. Full consultation will be undertaken with Transport Scotland for further applications for matters specified in conditions.

An appropriate condition will be attached for the submission of a Travel Plan.

With regards to the managed motorway scheme, a condition will be applied to any consent to ensure that an appropriate method of delivery of a managed motorway scheme will be agreed between the Council and Transport Scotland.

Scottish Water – No objections. An application should be submitted to Scottish Water for connection to services.

Response

Noted, an appropriate informative will be attached in this regard.

Scottish Natural Heritage (SNH) – No objections. The site application site lies a little over 500m from the Black Cart European Special Protection Area (SPA), separated by the runways and other infrastructure of Glasgow Airport.

It is unlikely that the proposal would have a significant effect on any qualifying interest of the Black Cart SPA, either directly or indirectly. An appropriate assessment is therefore not required.

With regards to protected species, bats and otters were identified as being present in and around the site by surveys undertaken to inform the Environmental Impact Assessment for the previous planning application (Ref 17/0485/PP) and the mitigation measures detailed in the Environmental Statement (ES) would be appropriate and sufficient to ensure that any SNH protected species development licences necessary to facilitate the development proposal would be granted.

The proposal to undertake more detailed surveys for barn owls prior to the submission of any detailed planning application is supported.

Response

Noted. A Barn Owl Survey was undertaken on 22 Aug. 2018 and there was no evidence of recent use of adjacent buildings at Netherton. The demolition of the buildings took place on 2 September 2018.

The Coal Authority – No objections. The site area falls partially within the defined Development High Risk Area. A Coal Mining Risk Assessment should be submitted for any further applications within the High-Risk Area.

Response

Noted, this will be addressed through the imposition of an appropriate condition.

Strathclyde Partnership for Transport – No objections. Sustainability is at the core of the proposal and that promoting sustainable transport and movement should be one of the design principles of the site.

To ensure that a cohesive approach is taken to sustainable travel for the GAIA, a condition should be attached requiring a Sustainable Transport Strategy for the whole area to be developed, reviewed, and thereafter implemented.

Response

Noted and will be addressed with the imposition of an appropriate planning condition.

West of Scotland Archaeology Service (WOSAS) - No objection subject to a safeguarding condition in respect of a programme of archaeological works in accordance with a scheme of archaeological investigation to be agreed by the planning authority.

Response

Noted, this will be addressed with the imposition of an appropriate condition.

Environment and Infrastructure Services (Design Services)

No objections. The proposals and Flood Risk Assessment comply with the Council's Scottish Planning Policy Flood Management requirements. Mitigatory measures required through the Flood Risk Assessment to manage the impact of the proposals are integral to the submitted documents and as such, there is no requirement to impose a condition to ensure provision. Drainage measures are also acceptable.

Response

Noted.

Environment and Infrastructure (Roads/Traffic) – No objections. Conditions should be attached to require a parking strategy for each individual development plot, including a development or site wide management strategy.

There is a requirement for a Travel Plan Framework to encourage sustainable modes of transport.

Developers of developments which breach the quantum of development should also provide further Transport Assessments.

Response

Noted. Appropriate conditions will be attached with respect to a Parking Strategy and Travel Plan Framework.

Full consultation will be undertaken with Transport Scotland and Environment and Infrastructure (Roads/Traffic) for further applications for matters specified in conditions.

Environmental Protection Section - No objection subject to conditions in respect of tests for contamination, remediation strategy and verification reporting.

Response

Noted and will be addressed with the imposition of an appropriate condition.

Renfrew Community Council – No comment.

Inchinnan Community Council – No comment.

Paisley North Community Council – No comment.

Paisley West and Central Community Council - No

	<p>comment.</p> <p>Paisley East and Whitehaugh Community Council – No comment.</p>
PRE-APPLICATION COMMENTS:	<p>Proposals were subject to extensive pre-application discussions with interested parties.</p> <p>Pre-Application Consultation Report Provides an overview of the consultation undertaken, including the public event held on 2 May 2018 at the Normandy Hotel.</p> <p>The report states that there were 73 attendees.</p> <p>General comments were received with respect to concerns over increased traffic, loss of agricultural land, local wildlife.</p> <p>Attendees were advised that a full Transport Assessment had been carried out and no adverse impacts were predicted.</p> <p>The land has also not been farmed for many years and is not prime agricultural land.</p> <p>With respect to concerns over impact on local wildlife, through the adoption of mitigation measures as stated in the Ecology Statement, no adverse impacts of wildlife are predicted.</p> <p><u>Response</u> It is considered that the publicity and community consultation undertaken was proportionate engagement and the views expressed at the public event have been reflected in the Pre-Application Consultation report and adequately addressed.</p>
ENVIRONMENTAL STATEMENT	<p>Environmental Impact Assessment screening (Ref: 17/0854/EO) confirmed that an Environmental Impact Assessment was not required to accompany the application as the proposed development is unlikely to have significant environmental effects within the scope of the Environmental Impact Assessment (Scotland) Regulations 2017.</p> <p>An Ecology Review was also submitted and is based on an ecological walkover which was undertaken in May 2018 to determine the validity of the surveys completed for the GAIA City Deal Project Environmental Statement (2017) in relation to the current proposal.</p> <p>The Review concludes that many of the ecological constraints identified by the GAIA City Deal project are not applicable to the proposal.</p> <p><u>Response</u> The Environmental Impact Assessment is considered to have identified the necessary mitigatory measures where required to address the environmental effects of the proposed development.</p>

<p>DESIGN & ACCESS STATEMENT</p>	<p>A Design and Access Statement was submitted and concluded that the proposal would be at the heart of the internationally recognised Advanced Manufacturing Innovation District Scotland.</p> <p>The proposed development would continue from and build upon the consented GAIA City Deal Project and its associated infrastructure creating new active travel linkages.</p> <p>The development would create a connected, accessible and vibrant development space which would include high quality landscaped area and new improved access along the riverbank.</p> <p>The statement also concludes that the proposed land use would be appropriate to the setting of the surrounding location, with sustainable and strategic principles defined in the Development Guide.</p> <p>Once complete, the development would have wider lasting benefits to both businesses and community.</p> <p><u>Response</u> Agree. It is considered that the proposal would attract future development investment and employment and together with the consented City Deal projects would enhance connectivity between strategic industrial investment locations.</p>
<p>OTHER ASSESSMENTS</p>	<p>Flood Risk Assessment Provides analysis on the outcomes of a Flood Risk Assessment for the proposed business park and the effects of all the City Deal Projects.</p> <p>The Flood Risk Assessment concludes that fluvial flood risk would not be impacted by the proposed development since none of the design elements are within the river channel or fluvial floodplain.</p> <p>Other sources of flood risk, including surface water flood risk and reservoir flood risk, cannot be discounted but areas at risk from these sources essentially coincide with the tidal design level, and as a consequence of temporary flooding of proposed carparking and other hardstanding would be minimal, these sources of flood risk are not viewed as posing a risk to the proposed development. As such, the proposed development would pose a negligible overall flood risk impact.</p> <p><u>Response</u> Environment and Infrastructure Services (Design Services) have confirmed that the proposals and Flood Risk Assessment comply with the Council's Scottish Planning Policy Flood Management requirements.</p> <p>SEPA also have no objections on flooding grounds on the basis that the use of land within the floodplain is for airport use only. The illustrative masterplan does not show any non-airport use/development within the floodplain.</p>

	<p>Transport Assessment</p> <p>The assessment concludes that the proposed development builds on previous studies undertaken for the previously consented GAIA City Deal Project.</p> <p>The proposed development will offer options for sustainable transport to the site in line with local and national policy and the assessment demonstrates that all local junctions will operate within reserve capacity.</p> <p>There would be no major transport issues for the proposed development and that no further Transport Assessment will be required to support future detailed planning applications.</p> <p><u>Response</u></p> <p>Transport Scotland and the Council's Environment and Infrastructure Services (Roads/Traffic) were also consulted and offered no objections subject to the imposition of conditions and also a financial contribution towards a managed motorway scheme.</p> <p>Bird Hazard Management Plan</p> <p>Outlines the appropriate control and management measures to reduce the risk of bird strikes through appropriate monitoring, landscaping, habitat management, building design and bird control and dispersal measures where necessary.</p> <p><u>Response</u></p> <p>The control and management measures are acceptable. However, in the interests of airport safeguarding, a condition would be required for further bird hazard management plans should be submitted for approval in consultation with Glasgow Airport.</p> <p>Archaeology and Cultural Assessment</p> <p>The assessment concludes that there no significant effects on the cultural significance of All Hallows church-site, Inchinnan Bridge, White Cart Bridge or the Rolling Lift Bridge are predicted.</p> <p><u>Response</u></p> <p>Agreed. Given the extent of the investigative and assessment works, it is not considered that the proposal would have a significant effect on the cultural significant of All Hallows church site, Inchinnan Bridge, White Cart Bridge of the Rolling Lift Bridge.</p>
DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<p>National Planning Framework 3 – National Development 10 – Strategic Airport Enhancements.</p> <p>Clydeplan (2017) policies relevant to this application include:</p> <p>Policy 1 'Placemaking'</p> <p>Policy 3 'Glasgow and Clyde Valley City Deal'</p> <p>Policy 5 'Strategic Economic Investment Locations'</p> <p>Policy 12 'Green Network and Green Infrastructure'</p> <p>Policy 16 'Improving the Water Quality Environment and</p>

	<p>Managing Flood Risk and Drainage' Policy 17 'Promoting Sustainable Transport' Policy 18 'Strategic Walking and Cycling Network' Policy 19 'Glasgow Airport and sustainable transport access'</p> <p>The policies in the Renfrewshire Local Development Plan (2014) relevant to the assessment of this application are:</p> <p>Policy E1 'Renfrewshire's Economic Investment Locations' Policy E2 'Glasgow Airport Investment Zone' Policy E5 'Glasgow Airport Operational Land' Policy I1 'Connecting Places' Policy I5 'Flooding and Drainage' Policy 17 'Low Carbon Developments' Policy ENV2 'Natural Heritage' Policy ENV4 'The Water Environment' Policy ENV5 'Air Quality'</p> <p><u>New Development Supplementary Guidance</u></p>
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PLANNING HISTORY	<p>17/0883/NO – Proposal of Application Notice. Accepted 18 December 2017.</p> <p>17/0884/EO - Screening opinion on the need for Environmental Impact Assessment. Determined that EIA was not required on 9 February 2018.</p>
DESCRIPTION	<p>Planning permission in principle is sought for the development of a business park at Netherton Farm, Abbotsinch Road, Renfrew.</p> <p>The proposed business park would include: advanced manufacturing, research and development and aviation services, comprising of primarily Class 4 business, Class 5 general industrial, and Class 6 storage or distribution uses, ancillary service, education and training provision, plus associated car parking, access, landscaping, infrastructure works, public realm and open space.</p> <p>The business park is part of a wider vision for the area which is to create a new Advanced Manufacturing Innovation District Scotland (AMIDS) for research and advanced manufacturing.</p> <p>An illustrative masterplan has been submitted with the application which establishes an indicative framework for potential future land uses and development.</p> <p>The masterplan illustrates the western boundaries of the site as being for airport uses such as for hanger space, aircraft maintenance or other ancillary support services.</p> <p>The remainder of the site is indicated for industrial/business related development, including advanced manufacturing, research facilities, life sciences and other airport related uses.</p>

	<p>The illustrative masterplan and accompanying Development Guide divides the site into 6 character areas to be developed over 3 phases, the character areas include:-</p> <ol style="list-style-type: none"> 1) Suitable for large hangar type buildings, airport operational and ancillary uses; 2) Area suited to large footprint, advanced manufacturing type uses 3) Green Spine – Landscaped boulevard; 4) Area suited to multiple smaller units; 5) Riverside Park; and 6) Destination Hub/Public Realm. <p>The realigned Abbotsinch Road (Ref: 17/0485/PP) would run through the site and would form the primary access route for vehicles. The existing core path REN 13 would also be rerouted through the site along the realigned road.</p> <p>The proposed development site is the chosen location for the National Manufacturing Institute for Scotland (NMIS) and it is envisaged that it will occupy a central location within the site next to which would be an arrival hub with ancillary services such as cafes, a restaurant, gym.</p> <p>The Development Guide also indicates that gateway features would instil a sense of arrival and/or destination, with public realm, open space, a landscape framework proposed at the centre of each development area. Landscaped areas would also maintain vistas to the river and shape the development.</p> <p>The site has an area of approx. 61 Ha. of predominantly grade 3.2 agricultural land and comprises what was formerly Netherton Farm which lies immediately adjacent to the eastern boundary of Glasgow International Airport and between Abbotsinch Road to the west and the White Cart Water to the East.</p> <p>The site is bounded to the east by predominantly industrial/business uses, and to the south and west by Glasgow Airport related land and uses.</p>
DESIGN AND MATERIALS, SCALE AND POSITIONING, PRIVACY AND OVERLOOKING, DAYLIGHT AND OVERSHADOWING, LANDSCAPING, ACCESS AND PARKING	<p>As the application is in principle only at this stage assessing the development in terms of these criteria is not applicable.</p> <p>An appropriate condition will be imposed to ensure that development shall comply with the parameters set in the submitted Development Guide.</p> <p>An appropriate design can be ensured through the submission of an approval of matters specified in condition.</p>
COMMENTS	<p>Scottish Planning Policy</p> <p>The proposals are considered to be entirely consistent with the principles set out in Scottish Planning Policy with regard to the promotion of business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environment as national assets.</p>

The illustrative masterplan which accompanies the planning application establishes a potential framework for future land uses along with a Development Guide that sets design aspirations aiming to meet the needs of different sectors and sizes of business and investment.

Both the Masterplan and the Development Guide set key elements to achieve a high-quality business environment.

Flexibility is also built into this framework in order to accommodate changing circumstances, providing opportunities for future investment next to strategic infrastructure assets in locations that have good connectivity.

The proposal therefore reflects the guiding principle set out in Scottish Planning Policy to support sustainable economic growth.

NPF3

The National Planning Framework for Scotland outlines a vision which delivers a flexible strategy for each City Region. For Glasgow and the Clyde Valley, the key to delivering that vision is through building on its economic strategy, developing proposals for City Deal to drive employment and economic development across the region.

As a National Development in Scotland, NPF3 supports the enhancement of Glasgow Airport. It considers that Glasgow Airport and land surrounding the airport to be important location for investment, particularly business-related developments.

The current proposal would therefore support the vision set out in NPF3, assisting in developing and enhancing the role and function of the airport and surrounding land as a hub for wider economic investment, business development as well as connectivity benefits for the Region.

It is considered that this planning permission in principle application establishes an appropriate framework to deliver these significant investment opportunities.

Clydeplan

In relation to Clydeplan, the proposal delivers from 'Vision to Place' as well as 'Project to Place' in line with the Spatial Strategy.

The framework provided through the development will be in line with Clydeplan's focus of delivery on the ground of a high-quality development in the right place.

The proposals are considered to comply with the relevant approved Clydeplan policies as follows:-

Policy 1 'Placemaking'. The proposals accord with the Placemaking Principles set out in Table 1. The Development Guide and illustrative masterplan will aim to deliver a development that will be distinctive and will create a sense of

place.

Connectivity and ease of moving around is the core element of the proposal reflecting the overall aim of the City Deal investment. The application sets out aspirational principles that will support high quality travel and transport corridors and links.

Well designed, low carbon sustainable buildings and structures, set in good landscape frameworks, public realm with gateways, destinations and focal points are to be integral to the development. This will be in line with the Placemaking Principles that Clydeplan aims to support.

Policy 3 'Glasgow and Clyde Valley City Deal'. The application fully supports the key objectives of City Deal Projects which is to increase economic output, create new employment, secure substantial private sector investment, improve the transport network, unlock key development and improve public transport.

Policy 5 'Strategic Economic Investment Locations' – The creation of the high-quality innovation business park would promote significant investment in the Strategic Economic Investment Locations in Renfrewshire by providing development opportunity that supports and reinvigorates Scotland's manufacturing capabilities across all manufacturing sectors whilst potentially creating new employment as well as enhancing skill sets and creativity.

The vision for the Advanced Manufacturing Innovation District Scotland is clustering and the collaboration of opportunities. This would be in line with Policy 5 of Clydeplan.

Schedule 3 – Strategic Economic Investment Locations, sets out the Key Sectors anticipated at Glasgow Airport Investment Location which include:

- Distribution and Logistics;
- Manufacturing;
- Engineering;
- Green Technologies;
- Life Sciences;
- Research and Development;
- Airport related use.

The Schedule then sets out the Opportunities and Challenges which include improving surface access to Glasgow Airport which will assist in increasing connectivity to international, national and regional markets.

It is highlighted that improving connectivity within the wider Strategic Economic Investment Location will facilitate the redevelopment and regeneration of key development sites to support growth at this location.

The proposed uses as set out in this planning permission in principle are in line with Schedule 3 and the proposed development will aim to deliver on the opportunities set out in

Clydeplan.

Policy 12 'Green Network and Green Infrastructure' – In support of the Vision and Spatial Development Strategy of Clydeplan, central to the proposals is to integrate green infrastructure and green corridors, a 'green spine' is to meander through the site, facilitating the movement of people and species as well as connecting to the wider environment.

Policy 16 'Improving the Water Quality Environment and Managing Flood Risk and Drainage' – The proposals are not assessed to have any unacceptable impacts on the key strategic objectives including water and drainage capacity and water quality.

The waterside setting is seen as a key asset which will be a benefit to the development. The proposal is to have high-quality landscaped areas which interact with the river edge.

Policy 17 'Promoting Sustainable Transport' – The application supports the sustainable transport objectives of promoting modal shift from private transport to public transport modes, ensuring active travel corridors are integral to the development though the creation and improvement of walking and cycling networks and the promotion of behaviour change through various design techniques and travel plans.

Policy 18 'Strategic Walking and Cycling Network' - In support of the Vision and Spatial Development Strategy, Clydeplan recognises the health and wellbeing benefits of walking and cycling for both active travel and recreation.

In support of this, prioritisation of investment is required to ensure the delivery of strategic walking and cycling networks and development proposals should maintain and enhance "the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects". The proposals aim to deliver this as illustrated in the masterplan.

Policy 19 'Glasgow Airport and sustainable transport access' – The proposals accord with the policy objective of improving sustainable transport access to the airport and the aspiration for stakeholders to increase modal shift including for employees to and from the airport.

Renfrewshire Local Development Plan

The main aim of Renfrewshire Local Development Plan is to promote sustainable economic growth by indicating opportunities for change and supporting investment, providing high-quality new development in the right locations.

The Spatial Strategy of the Plan provides a framework where new development will be supported where it meets certain criteria. It is considered that the information submitted in support of the planning permission in principle demonstrates that it meets all of the relevant criteria, this includes:

- The Development Guide highlights the quality of development that is proposed on site. The design aspiration outlined in supporting documents should contribute positively to the character, appearance and setting of the place that is being created as well as the existing land uses;
- The design that is proposed is for the establishment of an attractive, successful and sustainable business park which would follow the principles as set out in Designing Places;
- The AMIDS vision is for buildings and structures that are designed to support the principles of a low carbon development. Low Carbon is one of the 6 principles to be delivered in the development, where whole life carbon associated with all developments, infrastructure and buildings will be quantified and minimised.

The proposals are also considered to comply with the relevant Adopted Renfrewshire Local Development Plan policies as follows:-

Policy E1 'Renfrewshire's Economic Investment Locations' – The Council seeks to deliver economic and employment growth for Renfrewshire by safeguarding existing businesses as well as encouraging growth and promoting new businesses to develop.

The Glasgow Airport Investment Zone is key to delivering economic and employment growth and is an integral component of the Renfrewshire Local Development Plan. It highlights the importance of this area for strategic infrastructure and that these are key attributes to attract investment.

The Plan and the Renfrewshire Local Development Plan Action Programme outlines the requirement to develop a masterplan to facilitate the implementation of projects and initiatives within the Glasgow Airport Investment Zone and the illustrative masterplan that supports this application delivers this action.

In line with Policy E1, the development will assist in promoting the Strategic Economic Industrial Location and not have an unacceptable impact on important nature conservation interests in this area.

It should be noted that in the current adopted Renfrewshire Local Development Plan (2014), the area outlined as Glasgow Airport Investment Zone is a Renfrewshire Economic Investment Location and not a Strategic Economic Industrial Location. The refreshed Renfrewshire Local Development Plan which is currently being prepared will reflect and be consistent with the more up to date Development Plan zoning as set out in Clydeplan (2017).

Policy E2 'Glasgow Airport Investment Zone' – It is considered that the proposals would create investment and economic growth and would support the operational requirements of the airport.

Policy E5 'Glasgow Airport Operational Land' – The development will support economic growth, would be compatible with the airport and would not compromise the airport functionality.

Figure 6 – Renfrewshire's Economic Investment Locations outlines Glasgow Airport as requiring expansion into adjacent land to facilitate growth. The proposals would be compatible with this requirement.

Figure 7 – Glasgow Airport Investment Zone, sets out a plan which identifies the area at Netherton Farm as an 'area for relocation and development of ancillary airport uses/business space'. The planning application and supporting information are fully compliant with this provision of the Plan.

Policy I1 'Connecting Places' – This policy recognises that increased access and connectivity to walking, cycling and public transport networks is a key consideration for investment locations within Renfrewshire.

The proposals satisfy the policy objective of appropriate provision being made to connect to active travel as well as allowing for walking, cycling and public transport being considered from the outset.

Policy I5 'Flooding and Drainage' – The proposal does not have an adverse impact on existing drainage infrastructure or increase the risk of flooding. Appropriate provision is also made for compensatory flood storage.

Policy ENV2 'Natural Heritage' – The proposals would not have an unacceptably adverse effect on the integrity of sites protected for their nature conservation interests.

Policy ENV4 'The Water Environment' – The proposals take appropriate cognisance of the requirement to preserve and enhance where possible, the biodiversity, flora and fauna surrounding blue corridors. There is not an adverse impact on the existing water environment.

Policy ENV5 'Air Quality' – The promotion of active travel routes to encourage active travel in the form of walking and cycling, and reduce the dependence of private cars, is considered to result in a longer term beneficial effect on air quality which the proposals themselves will have no immediate or perceptible impacts.

In conclusion, the proposals comply with the policies of the Renfrewshire Local Development Plan.

The proposals are also compliant with the New Development Supplementary Guidance which advises that for economic development should result in employment creation and bring economic benefit to the area without causing significant environmental impacts, including an overall loss of amenity within the surrounding area, would not have a significant

	<p>adverse impact on local infrastructure, demonstrate that there is good accessibility to a reasonable choice of walking, cycling and public transport modes.</p> <p>The proposals are considered to comply with the requirements set out within the New Development Supplementary Guidance and are assessed to be satisfactory in all salient respects.</p> <p>Overall the creation of the business park as part of a wider vision for the area which is to create a new Advanced Manufacturing Innovation District Scotland (AMIDS) in a Strategic Economic Investment Location is fully compliant with the provisions of the National Planning Framework 3, Scottish Planning Policy, and the strategic and local components of the Development Plan.</p> <p>There are no other material considerations which outweigh the presumption in favour of development according with the development plan; nor matters which cannot be safeguarded through the imposition of appropriate conditions.</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 the approval of Renfrewshire Council as Planning Authority with regard to the siting, design and external appearance of all buildings and other structures, landscaping, means of access to the proposed development, parking arrangements and site wide parking strategy, shall be obtained before the development is commenced.

Reason: In order that these matters can be considered in detail and in the interests of the proper planning of the site.

2. That all subsequent applications for Approval of Matters Specified in Conditions, shall be generally in accordance with the parameters set out in all supporting documents. For the avoidance of doubt, the development parameters and quantum of development as set out in the Development Guide and Transport Assessment (SWECO June 2018), shall not be exceeded unless otherwise agreed in writing by Renfrewshire Council as Planning Authority.

Reason: In order that these matters can be considered in detail and in the interests of the proper planning of the site.

3. That prior to the commencement of development, confirmation shall be submitted in writing to Renfrewshire Council as Planning Authority and certified by a suitable qualified person that a scheme to treat the surface water arising from the site has been prepared in accordance with the principles and practices contained in "The SuDS Manual" (CIRIA report C753, published in November 2015). Thereafter, the certified scheme shall be implemented prior to the completion of the development and maintained thereafter to the satisfaction of Renfrewshire Council as Planning Authority.

Reason: In the interests of securing a suitable SuDs scheme for the treatment of surface water runoff.

4. That no development shall take place within the application 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 Renfrewshire Council as 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 Renfrewshire Council as Planning Authority.

Reason: In recognition of the archaeological significance of the site.

5. That any detailed submission required by the terms of Condition 1 above, shall include a Bird Hazard Management Plan. The submitted plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building/buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by Planning Authority.

Reason: It is necessary 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.

6. That any detailed submission required by the terms of Condition 1 above, shall include full details of a soft and water landscaping scheme which must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- Any Earth Works
- Grassed Areas
- Details of any water features
- The species, number and spacing if trees and shrubs
- Drainage details including SUDs which shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDs)'.

No subsequent alterations to the approved landscaping or SUDS scheme shall take place unless submitted to and approved in writing by Renfrewshire Council as Planning Authority.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

7. That prior to the commencement of development, details of the permanent lighting scheme for the development shall be submitted to and approved in writing by Renfrewshire Council as Planning Authority in consultation with Glasgow Airport. Thereafter, the lighting scheme as may be approved shall be implemented and no subsequent alterations shall take place unless otherwise agreed in writing by Renfrewshire Council as Planning Authority in consultation with Glasgow Airport.

Reason: It is necessary to control the permanent lighting arrangements to avoid confusion with aeronautical ground lights which could endanger the safe movement of

aircraft and the operation of Glasgow Airport; and to ensure lighting columns do not exceed a height where they will penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport and endanger the movements of aircraft and the safe operation of the aerodrome.

8. That prior to the commencement of development, a site wide Travel Plan Framework to encourage sustainable modes of transport should be submitted to and approved in writing by Renfrewshire Council as Planning Authority. For the avoidance of doubt, the Travel Plan shall identify measures to be implemented, the system of management, monitoring, review and reporting, and the duration of the plan. The measures identified in the plan shall thereafter be implemented in the approved manner and maintained unless otherwise agreed in writing by Renfrewshire Council as Planning Authority.

Reason: To ensure that a cohesive approach is taken to sustainable travel for the Glasgow Airport Investment Area.

9. That prior to the commencement of development, an energy statement shall be submitted to and approved in writing by Renfrewshire Council as Planning Authority in consultation with SEPA. For the avoidance of doubt, the energy statement should include a feasibility study for the implementation of district heating.

Reason: In the interests of energy efficiency, heat recovery and efficient energy supply and storage in line with Scottish Planning Policy.

10. Prior to commencement of works on site, a plan sub-dividing the site into defined phases of development for the purposes of land contamination assessment and remediation shall be issued for the written approval of the Planning Authority. Thereafter, all works shall be undertaken in accordance with the approved plan.

Reason: To ensure that the ground is suitable for the proposed development.

11. No development shall commence within a relevant phase of the development until written approval of:

- a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the relevant phase of the development); 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, prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

Reason: To ensure that the ground is suitable for the proposed development.

12. Prior to the placement of the final wearing course on the carriageway within a relevant phase of the development;

- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan for that phase of the development; or
- b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use within that phase of the development

shall be submitted to and approved in writing by Renfrewshire Council as Planning

Authority.

Reason: To ensure that the ground is suitable for the proposed development.

13. That any detailed submission required by the terms of Condition 1 above, shall be accompanied by a Coal Mining Risk Assessment where the site falls within the Coal Authority High Risk Area.

Reason: To identify site specific coal mining risks and to show that if required, the site can be made safe and stable for the proposed development.

14. That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority in consultation with Transport Scotland, details of the method of delivery of a managed motorway scheme, or other such scheme as may be agreed by Renfrewshire Council as Planning Authority.

Reason: To mitigate the impact of the development on the safe and efficient operation of the trunk road.

15. That the delivery method required by the terms of condition 14 shall be undertaken in accordance with the details as agreed.

Reason: To mitigate the impact of the development on the safe and efficient operation of the trunk road.

Fraser Carlin
Head of Planning and Housing

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 Sharon Marklow on 0141 618 7835.