



# RENFREWSHIRE COUNCIL

## COMMUNITIES, HOUSING AND PLANNING SERVICES REPORT OF HANDLING FOR APPLICATION 18/0483/PP

APPLICANT:	Renfrewshire Council
SITE ADDRESS:	Site between Whitecart Bridge & Portnauld, Abbotsinch Road, Renfrew
PROPOSAL:	Construction of a cycleway and bridge with associated landscaping and ancillary infrastructure
APPLICATION FOR:	<a href="#">Planning Permission in Full</a>

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	No representations have been received.
CONSULTATIONS:	<p><b>National Air Traffic Services (NATS)</b> – No objections.</p> <p><b>Historic Environment Scotland (HES)</b> – No objections. There would be a visual impact on the setting of the Category A-listed Inchinnan Bridge over the Black Cart Water on the views from the west of the bridge. However, it is not considered that this is a key view.</p> <p><b>Glasgow Airport Safeguarding (GAS)</b> – No objection subject to a condition with respect to landscaping.</p> <p><b>SEPA</b> – No objection. Accept the Flood Risk Assessment provided in support of this application. The bridge and cycleway will have minimal effect on flooding and compensatory storage has been proposed.</p> <p><b>Strathclyde Partnership for Transport (SPT)</b> – No objections. In the event of road closures, further dialogue should take place between the applicant, SPT and the affected bus operators.</p> <p><b>Scottish Natural Heritage (SNH)</b> – No objections. The site lies within the vicinity of the internationally important Black Cart European Special Protection Area (SPA). However, it is unlikely that the proposal would have any significant effect on any qualifying interests for this site either directly or indirectly. As such, an appropriate assessment of such impacts by Renfrewshire Council is not required in the determination of the application.</p> <p><b>The Coal Authority</b> - No objections. An informative should be attached with respect to the need for a Coal Authority Permit in the event of any intrusive activities which disturb or enter any coal seams.</p> <p><b>West of Scotland Archaeology Service (WOSAS)</b> - 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.</p> <p><b>Environment and Infrastructure (Roads/Traffic)</b> – No objections.</p>

	<p><b>Environment and Infrastructure Services (Design Services)</b> 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.</p> <p><b>Environmental Protection Section</b> - No objection subject to conditions in respect of tests for contamination, remediation strategy and verification reporting.</p> <p><b>Renfrew Community Council</b> – No comment.</p> <p><b>Inchinnan Community Council</b> – No comment.</p> <p><b>Paisley North Community Council</b> – No comment.</p> <p><b>Paisley West and Central Community Council</b> – No comment.</p> <p><b>Paisley East and Whitehaugh Community Council</b> – No comment.</p>
PRE-APPLICATION COMMENTS:	<p>The current proposal has been reduced in scale from the previous approval (Ref: 17/0487/PP) with the removal of the proposed cycleway running parallel with Greenock Road for approx. 2.1km. Proposals were subject to pre-application discussions with interested parties.</p>

ENVIRONMENTAL STATEMENT	<p>An Environmental Impact Assessment was submitted in accordance with the Environmental Impact Assessment (Scotland) Regulations 2011.</p> <p>The Environmental Impact Assessment identified the key issues associated with these proposals as relating to land use; geology, hydrogeology, soils, and contaminated land; water quality, drainage and flood risk; landscape, townscape and visual impact; ecology and nature conservation; archaeology and cultural heritage; traffic and transport; noise and vibration; air quality; socio-economic effects and, climate change mitigation and adaptation.</p> <p>The Environmental Impact Assessment considered the potential effects of the individual project and the cumulative effects of all the projects. A schedule of mitigation is also included to address identified effects arising from the proposals.</p> <p>The predicted effects and mitigation set out in the Environmental Impact Assessment relate to the combined projects of both the proposed cycleway and to the proposed realignment of Abbotsinch Road and including the construction of the Wright Street bridge, with the cycleway component likely to have correspondingly, more modest impacts.</p> <p>Having reviewed and evaluated the Environmental Statement and taken into consideration the consultees responses and in particular SEPA and SNH, it is considered that the</p>
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	characteristics of the development, the location of the development and the character of the identified impacts, that the proposals would not result in a significantly adverse or unacceptable effect on the environment.
APPROPRIATE ASSESSMENT	The consultation response from SNH (see above) has confirmed that an Appropriate Assessment is not required.
DESIGN & ACCESS STATEMENT -	<p>A Design and Access Statement concluded that the proposed development would represent a scheme that would be appropriate to the setting of the site, with the intention to provide a proposal with a sympathetic scale, form and massing.</p> <p>The development would take into account the local environmental constraints whilst providing a much improved active travel infrastructure that would enhance connection to existing areas of employment and areas of future development.</p>
OTHER ASSESSMENTS –	<p>A Flood Risk Assessment was submitted which presents the outcomes of a Flood Risk Assessment for the Glasgow Airport Investment Area (GAIA) City Deal projects including the cycle bridge crossing, the realignment of Abbotsinch Road and the bridge crossing of the White Cart, connecting Arran Avenue to Wright Street.</p> <p>The Flood Risk Assessment concludes that all development elements are designed to either withstand tidal flooding or would be platformed above the tidal design level, and as drainage provision for raised road elements includes for cross-drainage with sufficient capacity to cope with run-on from surrounding areas, these sources of flood risk are not viewed as posing a risk to the proposed development.</p> <p>As such, the proposed development would pose negligible flood risk impact.</p>
CLYDEPLAN POLICIES:	<p>Clydeplan (2017) policies relevant to this application include:</p> <p>Policy 1 ‘Placemaking’  Policy 3 ‘Glasgow and Clyde Valley City Deal’  Policy 5 ‘Strategic Economic Investment Locations’  Policy 12 ‘Green Network and Green Infrastructure’  Policy 16 ‘Improving the Water Quality Environment and 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>
LOCAL DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<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 I1 ‘Connecting Places’  Policy I5 ‘Flooding and Drainage’  Policy ENV1 ‘Green Belt’ Policy  Policy ENV2 ‘Natural Heritage’  Policy ENV4 ‘The Water Environment’  Policy ENV5 ‘Air Quality’</p>

	<p><u>New Development Supplementary Guidance</u></p> <p><u>Renfrewshire Cycling Strategy 2016-2025</u></p> <p>This sets out the benefits to be derived from promoting cycling and active travel as including health and wellbeing; people centred places; improved access to education, work and services; reducing congestion; reducing carbon emissions; improving air quality; and, promoting a strong local economy.</p>
PLANNING HISTORY	<p>16/0451/EO - Screening opinion on the need for Environmental Assessment. Determined that an EA was required on 15 July, 2016.</p> <p>16/0681/SC - Scoping Opinion on content of an Environmental Assessment. Views expressed on the required content of the EA on 28 October, 2016.</p> <p>17/0222/NO – Proposal of Application Notice. Accepted 27 March 2017.</p> <p>17/0487/PP – The construction of a cycleway and bridge with associated landscaping and ancillary infrastructure. – Pending (The current application is a reduced version of this proposal omitting the 2.1km cycleway adjacent to the A8 (Greenock Road)).</p>
SITE VISIT	3 July 2018
DESCRIPTION	<p>Planning permission is sought for the construction of a traffic-segregated cycle route with the erection of a new cycle bridge (spanning the Black Cart Water) together with associated landscaping and related infrastructure.</p> <p>The proposal comprises the construction of a 100 metre long and 5 metres in width, footbridge/cycle bridge of a simple design of a two span truss arrangement with a central pier in the river, spanning the Black Cart which would be accessed from the realigned Abbotsinch Road to the south.</p> <p>The cycleway would thereafter run parallel with the A8 Greenock Road for approx. 112m and would cross over the A8 Greenock Road.</p> <p>Traffic calming measures would also be introduced as part of the proposals, approx. 290m north-west of the crossover point.</p> <p>Approximately 0.6 hectare of woodland would require to be removed to facilitate the construction of the footbridge/cycle bridge approach embankments on either side of the Black Cart Water.</p> <p>Mitigation in the form of new block woodland planting is proposed on the embankments to replace those trees to be removed.</p> <p>Ancillary works also include landscaping and drainage facilities along with compensatory flood storage works.</p>

	The application site is located to the east of Abbotsinch Road and is bounded by the White Cart Water to the east, Abbotsinch Road to the west with Glasgow Airport, Westway Business Park and residential areas surrounding.
DESIGN AND MATERIALS	The proposed bridge design is considered to be of a simple arrangement with the pier centrally positioned so as not to compromise important views of the adjacent listed bridge structures and are therefore considered to be acceptable in this regard.
SCALE AND POSITIONING	The proposal would be of an acceptable scale and positioning such that it would not detrimentally impact on the character and appearance of the surrounding area.
LANDSCAPING	Woodland planting and hedging along with compensatory landscaping is integral to the proposal.
ACCESS AND PARKING	Environment and Infrastructure (Roads/Traffic) were consulted and has no objections subject to a condition requiring compliance with the measures set out in the Environmental Impact Assessment.
SITE CONSTRAINTS	Potential flood risk area from tidal and fluvial flooding.
OTHER COMMENTS	<p><b>Scottish Planning Policy</b> The proposals are considered to be entirely consistent with the principles set out in Scottish Planning Policy with regard to the promotion of active travel networks and that new development should take place in locations that have good connectivity to such networks.</p> <p><b>Clydeplan</b> The proposals are considered to comply with the relevant approved Clydeplan policies as follows:-</p> <p>Policy 1 'Placemaking'. The proposals generally accord with the Place Making principles set out in Table 1, giving consideration to place and active travel connectivity before vehicle movement and supporting the enhancement of active travel provision.</p> <p>Policy 5 'Strategic Economic Investment Locations' – The new infrastructure will assist in promoting investment in the Strategic Economic Investment Locations in Renfrewshire by improving sustainable accessibility and connectivity through active travel.</p> <p>Policy 12 'Green Network and Green Infrastructure' – In support of the Vision and Spatial Development Strategy of Clydeplan, the proposals will enhance the green network by integrating green infrastructure as part of the wider City Deal Projects, facilitating the movement of people and species as well as connecting to the wider environment.</p> <p>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.</p>

Policy 17 'Promoting Sustainable Transport' – The application supports the sustainable transport objectives of promoting modal shift from private transport and increasing active travel through the creation and improvement of walking and cycling networks and the promotion of behaviour change.

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 vision.

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 proposals are considered to comply with the relevant Adopted Local Development Plan Policies as follows:-

Policy E1 'Renfrewshire's Economic Investment Locations' – The development will assist in promoting the Strategic Economic Industrial Locations and do not have an unacceptable impact on important nature conservation interests in this area.

Policy E2 'Glasgow Airport Investment Zone' – It is considered that the proposals will assist in promoting the area around Glasgow Airport for supporting economic growth.

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 ENV 1 'Green Belt' – The provision of active travel infrastructure is considered to be an appropriate development within the green belt as well as being appropriate in supporting locations identified for planned growth including Renfrewshire's Strategic Economic Investment Areas.

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

confirmed by the Environment Assessment and no objections from Scottish Natural Heritage.

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.

The proposed bridge design is a simple arrangement with the pier centrally positioned so as not to compromise important views of the adjacent listed bridge structures.

The proposals are considered to be acceptable in this regard and to represent an appropriate and visually sensitive intervention into the rural and historic landscape.

Whilst the current proposals relate to a cycleway link with associated infrastructure and landscaping, the core purpose of this and the linked components of the remaining City Deal projects is to create the optimum set of conditions for attracting future development investment and crucially employment.

The proposals are considered to enhance active travel connections between existing settlements and strategic industrial investment locations; and fully comply with national, strategic and local policy objectives and aspirations.

The proposals are also supported by the New Development Supplementary Guidance which advises that essential infrastructure developments that require a greenbelt location, including those required for walking or cycling, are acceptable in principle.

It is considered that this development will enhance both active travel opportunities to and from employment locations and recreational opportunities in the area; and will contribute positively in terms of the wider associated lifestyle and environmental benefits to be gained from the promotion of walking and cycling.

The application proposals would result in an off-road pedestrian and cycle route linking Inchinnan/Erskine and western Renfrew, thereby enhancing access between both the employment area and these settlements.

In terms of Development Plan, the proposals are considered as constituting appropriate green belt development which will safeguard the character of the green belt.

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.

RECOMMENDATION	It is therefore recommended that planning permission be granted subject to conditions
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**1 Reasons 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. The mitigation measures set out in the Environmental Impact Assessment are considered to satisfactorily address any impacts arising from the proposals.

- 2 No development shall take place within the development site as outlined in red on the approved plan 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, 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 sensitive archaeological remains or artefacts, affected by the proposed development, can be adequately recovered or recorded and to ensure that the development remains consistent with the supporting Environmental Statement.

- 3 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.

- 4 No development shall commence within a relevant phase of the development until written approval of:

- a) a Desk Study report providing a detailed review of site history and current condition, and if any intrusive works are recommended therein
  - b) 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,
  - c) 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.
- Thereafter, all works shall be undertaken in accordance with the approved plan.

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

5. 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 the Planning Authority and approved in writing.

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

6. A detailed methodology for minimising the risks to bats during the destruction of confirmed and probable roosts (particularly trees 00102, 001201, 001200 and 00198) shall be included within the dedicated bat protection plan required by mitigation measure ENC24 in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017).

Reason: In the interests of nature conservation.

7. That the development hereby approved shall be carried out strictly in accordance with the mitigation measures for bats detailed in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017) and in particular measures ENC19 to ENC28.

Reason: In the interests of nature conservation and to ensure that the proposals do not adversely affect protected species.

8. That the development hereby approved shall be carried out strictly in accordance with the mitigation measures for otters detailed in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017) and in particular measures ENC1 to ENC10, and ENC29 to ENC35.

Reason: In the interests of nature conservation and to ensure that the proposals do not adversely affect protected species.

9. Site clearance and demolition works shall be undertaken outwith the bird breeding season (April to August inclusive) where possible. Should this not be possible, during the breeding season a suitably qualified ecologist will oversee construction activities and search the site for breeding and nesting birds immediately prior to clearance and earthworks. Should a nest be recorded, a suitable working buffer will be put in place until young have successfully fledged the nest.

Reason: In the interests of nature conservation and to ensure that the proposals do not adversely affect breeding birds (other than barn owl).

10. That the development hereby approved shall be carried out strictly in accordance with the mitigation measures for invasive non-native species detailed in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017) and in particular measures ENC11 to ENC18.

Reason: In the interests of nature conservation and to ensure that the proposals exert appropriate control over the containment and spread of invasive non-native species.

11. That the development hereby approved shall be carried out strictly in accordance with the mitigation measures for habitats detailed in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017) and in particular measures ENC2, ENC4, ENC5, ENC9 and ENC10.

Reason: In the interests of nature conservation and to ensure that the proposals promote the recovery of protected habitats.

12. That the development hereby approved shall be carried out strictly in accordance with the mitigation measures for freshwater migratory fish detailed in the Schedule of Mitigation in Chapter 14 of the GAIA Environmental Statement (Sweco July 2017) and in particular measure ENC36.

Reason: In the interests of nature conservation and to ensure that the proposals do not adversely affect migratory fish.

13. Prior to the commencement of development on site, details shall be submitted for the written approval of the Planning Authority which demonstrate the means of satisfactorily ensuring continued access to all adjoining areas of land which may be temporarily affected during the construction period. The details thereafter agreed shall be implemented on site and maintained in the approved manner until any permanent means of access is fully formed and operational.

Reason: In the interests of amenity and to ensure that adjoining occupiers are not unacceptably affected by the proposed works.

14. That all of the actions set out in the Glasgow Airport Investment Area Environmental Impact Assessment Volume 3 (Environmental Effect of Glasgow Airport Investment Area) Chapter 14 Schedule of Mitigation Table V3 04.1 shall be implemented in full.

Reason: To manage the potential impacts and effects of the proposed development and to ensure that the necessary mitigation is carried out.

15. That no tree or shrub planting shall be permitted on land owned by Glasgow Airport, as shown in attached drawing GLA-636 annexed hereto.

Reason: To avoid trees and shrubs on the application site endangering the safe movement of aircraft and the operation of Glasgow Airport through concealing visual navigation aids; and, 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; and to ensure soft landscaping does not exceed a height where it will penetrate the Obstacle Limitation surface (OLS) surrounding Glasgow Airport and endanger the movements of aircraft and the safe operation of the aerodrome.

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.