

Planning Application: Report of Handling

Reference No. 20/0120/PP



Renfrewshire
Council

KEY INFORMATION

Ward: (2)
Renfrew South and
Gallowhill

Applicant:
3663 Developments Ltd
Access 26 Business
Park
Enterprise Way
Nottingham
NG16 4HY

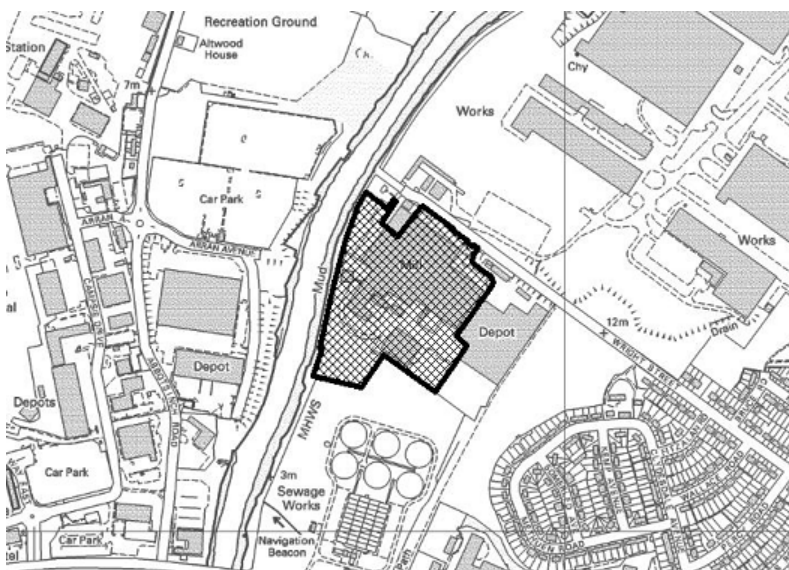
Registered:
25 Feb 2020

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL: Erection of Class 4 (Business),
Class 5 (General Industrial) and Class 6 (Storage &
Distribution) development, with associated access, parking
and landscaping (in principle).

LOCATION: 127 Wright Street, Renfrew, PA4 8AN

APPLICATION FOR: Planning Permission in Principle



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RECOMMENDATION

Grant subject to
conditions

IDENTIFIED KEY ISSUES

- The application site is designated as a Transition Area under Policy E3 of the Adopted Renfrewshire Local Development Plan (2014), and as a Strategic Economic Investment Location under Policy E1 of the Proposed Renfrewshire Local Development Plan (2019). The proposed development complies with these policies in principle.
- The proposal will redevelop a vacant brownfield site, generating approx. 135 jobs.
- The site can be accessed by a range of transport modes including walking, cycling and public transport.
- There have been no objections from consultees.
- There have been no representations made.

Fraser Carlin
Head of Planning and
Housing

RENFREWSHIRE COUNCIL

COMMUNITIES, HOUSING AND PLANNING SERVICES
REPORT OF HANDLING FOR APPLICATION 20/0120/PP

APPLICANT:	3663 Developments Ltd Access 26 Business Park Enterprise Way Langley Mill Nottingham NG16 4HY
SITE ADDRESS:	127 Wright Street, Renfrew, PA4 8AN
PROPOSAL:	Erection of Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage & Distribution) development, with associated access, parking and landscaping (in principle).
APPLICATION FOR:	Planning Permission in Principle

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	None received.
CONSULTATIONS:	<p>Glasgow Airport Safeguarding - No objection subject to conditions relating to the mitigation of any detrimental impact on the Glasgow Brownsfield SSR Radar through the submission of a Radar Mitigation Scheme, submission of further details for the residual plot to establish whether mitigation would be required. The submission of a bird hazard management plan, and the submission of full details of all soft and water landscaping works which must comply with the advice note on Potential Bird Hazards from Amenity Landscaping and Building Design is also required.</p> <p>Response – Comments are noted, and conditions will be applied accordingly.</p> <p>NATS - Initially objected to the development on the basis that the proximity, physical size and relative orientation of the development will generate false tracks and infringe NERL safeguarding criteria on this basis.</p> <p>On discussion of the objection with NATS it was identified that the impact on the radar could be mitigated through the installation of a Fixed Reflector. Conditions can be used to ensure the required mitigation is installed and brought into use in accordance with NATS requirements.</p> <p>Response – The initial objection from NATS has been removed, and the requirement for a radar mitigation scheme will be imposed as a condition.</p>

	<p>SEPA - No comments.</p> <p>Scottish Water - No objection.</p> <p>Environmental Protection Section - No objection subject to conditions regarding the submission of contaminated land surveys.</p> <p>The submitted Noise Impact Assessment has been approved subject to the implementation of mitigation measures.</p> <p>It is also noted that an Air Quality Assessment is not required as traffic associated with the development will travel west towards Glasgow Airport and not east along Wright Street and through residential areas.</p> <p>Response – Comments are noted, and conditions will be applied accordingly.</p> <p>Director of Environment and Infrastructure Service (Roads - Design) - Drainage Impact Assessment and Flood Risk Assessment approved.</p> <p>Response – Comments are noted.</p> <p>Director of Environment and Infrastructure Service (Roads - Traffic) - No objection subject to conditions regarding connection of the site to the Renfrew to Paisley Core Path, and that the development should access Wright Street in a way which demonstrates that any future development of the site opposite will not be compromised.</p> <p>Response – Proposed conditions are noted. The suitability of these conditions is assessed in the main body of the report.</p>
PRE-APPLICATION COMMENTS:	<p>General advice was given with respect to the relevant policies within the Local Development Plan, and the scope of infrastructure associated with the Glasgow Airport Investment Area project.</p>

APPLICANTS SUPPORTING INFORMATION:	<p><u>Pre-Application Consultation Report</u> - A public consultation event was held on the 9 January 2020. A total of 8 people registered as having attended the event, with two written feedback forms provided in support of the development particularly in bringing a vacant site back into use and creating a significant number of new jobs.</p> <p>Response - Pre-application consultation has been undertaken in accordance with the regulations, and the support for the proposed development arising from the public event is noted.</p>
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	<p>Transport Assessment - The transport assessment focusses on the proposed Bidfood. It is stated that the development generally has access to good quality walking and cycling routes, and that these will be enhanced through development of the new Wright Street bridge crossing as well as proposals to resurface the frontage and incorporate internal cycle parking facilities.</p> <p>At present there are bus stops approx 750m walking distance to the east. Once the new Wright Street bridge is completed the development will also be within a reasonable walking distance of bus services from Glasgow Airport.</p> <p>A detailed traffic modelling exercise has been undertaken to assess the impact of the development on the local road network.</p> <p>Trip generation associated with the development and the associated impact on local junctions is considered to be low, with the impact of queuing at these junctions negligible and within daily variation.</p> <p>The proposed development is not a large peak hour vehicle trip generator. It is concluded that traffic related to the development will have a minimal impact on the operation of the local and strategic road network.</p> <p>The layout demonstrates that junction spacing, visibility and turning head requirements can all be met. A full travel plan will also be provided to support the development.</p> <p>An addendum to the transport assessment has also been prepared in response to the consultation from the Director of Environment and Infrastructure Service (Roads - Traffic). The addendum identifies both opportunities and constraints with respect to the provision of direct link onto the potential core path link. The addendum includes a 'Potential Option for Future Access Arrangements' drawing which shows that the access proposed for the Bidfood site can be integrated into a potential upgraded access to the Westway site on the opposite side of Wright Street.</p> <p>Response - The findings of the Transport Assessment are noted, and it is agreed the site is in a sustainable location with respect to walking, cycling and public transport.</p> <p>The sustainability of the location could be enhanced through development of the Paisley to Renfrew core path link, when delivered. It is noted that there would be operational constraints associated with a direct connection through the site and the core path and that there are other safer options in the vicinity of the site to deliver a future connection.</p>
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	<p>The site will be serviced by the new road bridge, and it is noted that the Bidfood development will not have a significant impact on the road network given its low peak hour trip generation. The future access arrangement drawing is also accepted.</p> <p><u>Preliminary Ecological Assessment</u> - Six phase 1 habitat types have been identified within the site boundary, and potential features for roosting bats, otters and a range of nesting birds was identified. A range of mitigation measures and opportunities for biodiversity gain are also identified.</p> <p>Response - All works on site should be undertaken in accordance with the recommended mitigation measures, and opportunities for biodiversity gain will be sought through the submission of further details.</p> <p><u>Planning Statement</u> - Provides information on the proposed development and the site. A review of the development against applicable policies within the adopted and proposed Local Development Plan is also provided.</p> <p>The statement concludes that the development satisfies the various policy requirements within both Local Development Plans, and that the development also aligns with the ongoing city deal projects in the surrounding area.</p> <p>Response - The conclusions within the Planning Statement are noted.</p> <p><u>Design and Access Statement</u> - Provides an appraisal of the site and its context, and further information on the reasoning behind the site layout and building design.</p> <p>The layout has been designed to meet Bidfood's bespoke needs, and considerable attention has been given to the building appearance to provide a modern high-tech image.</p> <p>Approx. 135 jobs will also be created by Bidfood.</p> <p>Overall, the proposal is considered to be a positive development for the area.</p> <p>Response - The conclusions within the Design and Access Statement are noted.</p> <p><u>Flood Risk Assessment</u> - The site lies within the tidal reaches of the White Cart Water, and SEPA projections recommend a sea level rise allowance of +0.85m up to the year 2100 for the Clyde River Basin Region. This, in conjunction with the base allowance for a 1 in 200 year event and an additional freeboard of +0.6m, specifies a minimum finished floor level for development of 6.26mAOD.</p>
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	<p>The proposed development has a minimum finished floor level of 6.95m AOD which is above the minimum recommended finished floor level.</p> <p><u>Drainage Impact Assessment</u> - It is proposed to discharge foul water via a new onsite pumping station to the Scottish Water facility to the south of the site. Surface water runoff will discharge to the White Cart Water, with the use of below ground attenuation and SUDS systems providing water quality treatment.</p> <p>Response - The Flood Risk Assessment and Drainage Assessment have both been approved by the Director of Environment and Infrastructure Service (Roads - Design). The strategy for flooding and drainage is therefore considered to be acceptable.</p> <p><u>Noise Impact Assessment</u> - A baseline noise survey was undertaken across the site, and this has been used to inform the noise impact assessment.</p> <p>A noise prediction model has been prepared which considers various activities taking place across the site.</p> <p>The assessment indicates that the warehouse and depot operations may result in neutral to slight adverse effects, however these effects are unlikely to be of importance in the decision making process.</p> <p>Response - The Environmental Protection Section have approved the noise assessment subject to the imposition of mitigation measures including no tonal reversing alarms, general good practice site practices and that fixed plant should not exhibit any form of tonal or impulsive characteristics.</p>
CLYDEPLAN POLICIES:	<p>Policy 5 - Strategic Economic Investment Locations</p> <p>Schedule 3 - Strategic Economic Investment Locations (Glasgow Airport Investment Area)</p> <p>Schedule 14 - Strategic Scales of Development</p> <p>Schedule 15 - Spatial Development Strategy Core Components (Indicative Compatible Development)</p> <p>Diagram 4 - Strategic Economic Investment Locations</p> <p>Diagram 10 - Assessment of Development Proposals</p>
LOCAL DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS	<p><u>Adopted Renfrewshire Local Development Plan 2014</u></p> <p>Policy E3 - Transition Areas</p> <p>Policy ENV2 - Natural Heritage</p> <p>Policy I1 - Connecting Places</p> <p>Policy I5 - Flooding and Drainage</p>

	<p><u>New Development Supplementary Guidance 2014</u> Delivering the Economic Strategy - Economic Development Criteria and Transition Areas Delivering the Environment Strategy - Natural Heritage Delivering the Infrastructure Strategy - Infrastructure Development Criteria, Connecting Places, Flooding and Drainage</p> <p><u>Proposed Renfrewshire Local Development Plan 2019</u> Policy E1 - Strategic Economic Investment Locations Policy E2 - City Deal Investment Framework Policy ENV2 - Natural Heritage Policy I1 - Connecting Places Policy I3 - Flooding and Drainage</p> <p><u>New Development Supplementary Guidance 2019</u> Delivering the Economic Strategy - Economic Investment Locations Delivering the Environment Strategy - Natural Heritage Delivering the Infrastructure Strategy - Connecting Places, Flooding and Drainage</p>
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PLANNING HISTORY	<p>19/0792/EO - Request for screening opinion as a requirement for an Environmental Impact Assessment relating to the erection of class 4 (Business), class 5 (General Industrial) and class 6 (Storage and Distribution) development. Environmental Assessment not Required.</p> <p>19/0789/NO - Erection of class 4 (Business), class 5 (General Industrial) and class 6 (Storage and Distribution) development. Accepted 03/12/2019.</p> <p>17/0485/PP - The realignment of Abbotsinch Road, the construction of a bridge over the White Cart Water and the construction of cycleways, associated landscaping and ancillary infrastructure, and the stopping-up of consequential redundant sections of roads, footpaths and accesses. Granted subject to conditions 08/11/2017.</p> <p>16/0083/PP - Erection of residential development (in principle). (Section 42 application to delete conditions 1 and 2 of planning permission 13/0154/PP). Granted subject to conditions 23/08/2016.</p> <p>13/0154/PP - Amendment to condition one of consent 09/0514/PP to extend time limit for commencement of development. Granted subject to conditions 18/06/2013.</p> <p>12/0781/NO - Erection of residential development (Variation to condition 1 of application 09/0514/PP - to extend time limit for a further 3 years). Accepted 06/12/2012.</p>
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	<p>09/0514/PP - Erection of residential development (in outline). Granted subject to conditions 28/04/2010.</p> <p>09/0063/EO - Request for screening opinion on the need for an Environmental Impact Assessment for residential development. Environmental Assessment not Required.</p> <p>03/1315/PP - Use of land for storage of cars (Class 6), the erection of a temporary building for use as an office, the provision of a prefabricated steel building for use as a car valet area, the construction of an access, the provision of a transporter loading and unloading area together with a series of eight metre high lighting columns around the outer edge of the car park area, some of which carry CCTV cameras. Granted subject to conditions 16/09/2004.</p>
DESCRIPTION	<p>This application seeks planning permission in principle for the erection of a Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) development with associated access, parking and landscaping on a vacant site at the North Western end of Wright Street, Renfrew.</p> <p>The application site extends to approx 5.4 hectares in total. The site is vacant brownfield having previously been used as a mill, with all buildings having been demolished.</p> <p>It is bound to the West by the White Cart Water, a small distribution depot and Wright Street to the north with Westway Business Park beyond, a bottling plant to the east and woodland to the south with a Sewage Works beyond. The nearest residential properties are on Methuen Road approx. 150m to the south east.</p> <p>For the purposes of the application the site will be split in two. The western two thirds of the site nearest the White Cart Water include detailed plans for a warehouse to be occupied by Bidfood, a storage and distribution (Class 6) operation.</p> <p>There are no detailed plans at this stage for the remaining third of the site nearest the bottling plant. It is proposed that this area is suitable in principle for either Class 4, 5 or 6 uses.</p> <p>The proposed class 6 warehouse has a rectangular footprint of approx. 8,412 square metres. It will incorporate a curved roof which is approx. 15m in height at its highest point. Finishing materials comprise of silver and grey profiled cladding to the walls, grey insulated cladding to the roof and grey galvanised steel gutter and verge trim. The warehouse will be positioned adjacent to the White Cart Water, with lorry parking to the south, the distribution yard to the east and vehicle parking to the north.</p>

	<p>The proposed access to the site is from Wright Street. It should be noted that works under the City Deal 'Glasgow Airport Investment Area' project to upgrade the western end of Wright Street have commenced. This includes provision of a new bridge link across the White Cart Water to Glasgow Airport.</p>
PLANNING ASSESSMENT:	<p><u>Clydeplan - Strategic Development Plan 2017</u></p> <p>The proposed development is identified within Schedule 14 as a strategic office (Class 4), general industry (Class 5) and storage and distribution (Class 6) development as the site area exceeds 2 hectares.</p> <p>Schedule 15 sets out indicative forms of development which are in line with the spatial development strategy. The strategy identifies the Glasgow Airport Investment Area (GAIA) as a Strategic Economic Investment Location (SEIL). Indicative forms of development which are acceptable at SEIL's include those relating to economic activity and support for key employment sectors.</p> <p>Policy 5 goes on to state that SEIL's have been identified as the regions strategic response to delivering long-term sustainable economic growth. To support the strategy, local authorities should safeguard and promote investment in the SEIL to support their dominant role and function. This includes economic activity and support for key employment sectors.</p> <p>The proposed class 4, 5 and 6 development would fall within the category of economic development as it involves the redevelopment of a vacant brownfield site and the delivery of new jobs within the distribution sector.</p> <p>The development constitutes significant investment at a SEIL location. It is therefore considered to support the spatial strategy, and complies with the Strategic Development Plan on this basis.</p> <p><u>Adopted Renfrewshire Local Development Plan (2014)</u></p> <p>Within the adopted Local Development Plan the application site is designated within a Transition Area. Policy E3 states that development proposals within Transition Areas should be able to co-exist with existing uses, having no significant effect on the character and amenity of the surrounding area.</p> <p>The guidance on Transition Areas states that such areas may be suitable to incorporate various uses.</p> <p>The western end of Wright Street is characterised by class 4, 5 and 6 development. This includes the bottling plant on Wright Street and the industrial and commercial uses within the Westway Business Park. The approved masterplan for Westway also makes provision for further class 4, 5 and 6 development along Wright Street.</p>

	<p>A further consideration with respect to the regeneration of the Transition Area is the new infrastructure associated with the City Deal investment at GAIA, particularly the new bridge link from Wright Street to Glasgow Airport. One of the key aims of this new infrastructure is to stimulate commercial and industrial development at the western end of Wright Street.</p> <p>The proposed development will facilitate the reuse of a vacant brownfield site. It will also result in employment creation, and will bring economic benefit to the area through the creation of approx 135 new jobs at the Bidfood warehouse as detailed in the Design and Access statement.</p> <p>Redevelopment of the vacant site will improve the quality of the built environment. Details for the Bidfood warehouse show that it will be finished in high quality cladding which is appropriate in this setting. A good quality landscaping strategy to complement the building will also be sought.</p> <p>In terms of compatibility with surrounding land uses, it is noted that the site is bound to the east and north by similar commercial uses. A Noise Impact Assessment (NIA) has been submitted which demonstrates that any impact on residential properties in the vicinity will be slight. The NIA has been approved by the Environmental Protection Section subject to the imposition of mitigation measures at the site. There are no implications with respect to air quality.</p> <p>With respect to the potential impact of the development on Glasgow Airport, it is noted that both NATS and Glasgow Airport Safeguarding have raised concerns regarding the impact of the development on the Glasgow Brownsfield Radar. However following discussions with these consultees, it was determined that mitigation of the impact would be possible. The applicant will be required to prepare a Radar Mitigation Plan prior to development commencing on site. The other points raised by Glasgow Airport Safeguarding relating to landscaping and a bird hazard management plan can be addressed via condition.</p> <p>The proposed building has been designed to the latest Building Regulation energy saving specification. It will incorporate translucent roof sheeting to provide natural daylight, and motion activated LED lighting. The proposal will also include covered cycle storage, showers and lockers in order to encourage journeys by bicycle.</p> <p>Taking the above into consideration, it has been demonstrated that the proposed development is appropriate for the site and will be able to co-exist with existing uses.</p> <p>The development will also improve the quality of the built environment by regenerating a brownfield site, and will bring</p>
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	<p>significant economic benefit through the creation of over 100 full time jobs at Bidfood.</p> <p>The proposed development, including both the detailed Bidfood element and the use of the remainder of the site for class 4, 5 and 6 uses is therefore considered to comply with Policy E3 and the associated New Development Supplementary Guidance.</p> <p>Policy I1 states that getting to and from employment uses by a range of modes is an important consideration when developing places and will require to be demonstrated in the submission of proposals. Appropriate provision is required for connections to active travel and public transport networks as well as allowing for walking, cycling and public transport accessibility.</p> <p>The site is accessible by a range of transport options. This accessibility will be enhanced by the delivery of the new crossing over the White Cart Water which incorporates a link for pedestrians and cyclists. This link will also improve accessibility to the public transport hub at Glasgow Airport, and this will supplement the existing public transport connections on Paisley Road to the south east of the site.</p> <p>The transport Assessment also includes a green travel plan framework which sets out how a travel plan for the site will be developed. The purpose of the travel plan would be to encourage journeys to the site by more sustainable options. It is acknowledged that the preparation of a travel plan is most effective when the exact requirements of the business operation are known. The submission of a travel plan will therefore be requested via condition.</p> <p>The Transport Assessment includes a swept path drawing which demonstrates that the site can be accessed by an articulated lorry. It is considered therefore that the site can be suitably serviced.</p> <p>In terms of vehicle journeys, the Transport Statement confirms that the proposed development is not a large peak hour vehicle trip generator. Traffic related to the development will therefore have a minimal impact on the operation of the local and strategic road network.</p> <p>The traffic assessment has been completed on the basis that the new bridge crossing has been completed and is operational. Vehicles will access the site via the new bridge crossing, with Wright Street due to be stopped up to prevent vehicle through traffic.</p> <p>The new bridge and associated stopping up form part of planning application 17/0485/PP, and it is anticipated that the new bridge will be operational by summer 2021. A condition</p>
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	<p>can be used to ensure the development is not brought into use until the new bridge is operational and the stopping up island is installed.</p> <p>The Director of Environment and Infrastructure Service (Roads - Traffic) has offered no objection to the development subject to the imposition of two conditions. The proposed conditions require a direct connection to be formed between the site and the potential Paisley - Renfrew core path, and that the development should not compromise access to other sites at the western end of Wright Street.</p> <p>The Paisley - Renfrew core path is proposed to run along a disused railway line to the south east of the site. The section of path between Wright Street and Abercorn Street is identified as an aspirational route within the Core Path Plan and is not yet constructed.</p> <p>While a direct connection to this route would be desirable, it would take pedestrians and cyclists through a distribution depot. For safety considerations there are alternative options which would allow future potential workers at Bidfoods connections to the potential active travel route and these are favored in this instance.</p> <p>With respect to the second condition, the applicant has submitted a plan which shows that the proposed access to the site can be modified so as to not impinge on future access options at this end of Wright Street, namely improved access to Westway Business Park opposite the application site.</p> <p>In view of the above, it is considered that the development complies with Policy I1 and the associated New Development Supplementary Guidance.</p> <p>Policy I5 states that development should avoid areas susceptible to flooding. Proposals are required to demonstrate promotion of sustainable flood risk management measures by implementing suitable drainage infrastructure. Development must not have an impact on existing drainage infrastructure or increase the risk of flooding.</p> <p>The application is supported by both a Flood Risk Assessment and a Drainage Assessment. The development does not increase the risk of flooding elsewhere, and the capacity of the functional flood plain will not be reduced.</p> <p>The Drainage Assessment confirms that the site can be satisfactorily drained through the incorporation of sustainable urban drainage techniques.</p> <p>Both the Flood Risk Assessment and the Drainage Assessment have been approved by the Director of Environment and</p>
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	<p>Infrastructure Service (Roads - Design). The development is therefore considered to comply with Policy I5 and the associated New Development Supplementary Guidance.</p> <p>Policy ENV2 states that all proposals will be assessed in terms of the cumulative impact of development, considering the effect on protected species, trees and biodiversity.</p> <p>A Preliminary Ecological Survey has been undertaken in support of the application. The survey concludes that redevelopment of the site would not affect the conservation status of bats or otters in the locale on the basis that mitigation, further assessments and habitat enhancements are incorporated into the proposal.</p> <p>With respect to biodiversity, the site features extensive areas of hard standing associated with its previous industrial use. There are pockets of natural habitat particularly in the south of the site and along the riverside.</p> <p>The ecology survey notes that the site would continue to offer suitable habitat post development through the incorporation of suitable planting and the retention of some habitat particularly along the riverside. There would also be opportunities for biodiversity gain in this regard.</p> <p>The development is therefore considered to comply with Policy ENV2 and the associated New Development Supplementary Guidance.</p> <p><u>Proposed Renfrewshire Local Development Plan (2019)</u></p> <p>For the purposes of the proposed Local Development Plan, the application site has been included within the Advanced Manufacturing and Innovation District Scotland (AMIDS) SEIL designation. Policy E1 states that SEILS are promoted for class 4, 5 and 6 development.</p> <p>Figure 1 within the New Development Supplementary Guidance sets out the role and function of each economic investment location. At AMIDS this includes distribution and logistics uses. Both the Bidfood development, and the use of the remainder of the site for class 4, 5 or 6 uses would therefore fully accord with Policy E1 in principle.</p> <p>The proposed development will support the role and function of AMIDS as identified in figure 1. It will also be compatible with the character of the surrounding area. The proposal will support sustainable economic growth and will not have a significant detrimental impact on existing uses or potential economic investment within the area.</p> <p>Proposals must also be considered in relation to Policy E2 and the Economic Development Criteria.</p>
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	<p>Policy E2 states that development proposals associated with the City Deal Investment Framework will be supported to ensure that anticipated economic benefits arising from the investment are fully realised. Figure 4 designates the application site as a Development Opportunity Site within AMIDS in this regard. As the proposed development is compatible with the role and function of AMIDS, it is compliant with Policy E2.</p> <p>In view of the above, it is considered that the proposed development is fully compliant with the policies and guidance relating to the delivery of the Proposed Renfrewshire Local Development Plan economic strategy.</p> <p>Policy I1 and I5 are also reflective of those within the adopted Local Development Plan, and it is considered that the development complies with these policies in this regard.</p>
RECOMMENDATION	Grant subject to conditions

Reason for Decision

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

Conditions

- 1 That the area referred to as development zone 1 in approved phasing drawing 4740-00-109 titled 'Zone Plan' shall be developed only for uses within Class 6 (with ancillary class 4 office) of The Town and Country Planning (Use Classes) (Scotland) Order 1997.

The area referred to as development zone 2 in approved phasing drawing 4740-00-109 titled 'Zone Plan' shall be developed only for uses within Class 4, 5 or 6 of The Town and Country Planning (Use Classes) (Scotland) Order 1997.

Reason: To define the consent.

- 2 **Development Zone 1**
Development in zone 1 shall accord with the following drawings unless otherwise agreed in writing with the Planning Authority:

- Drawing 4740-00-101 'Site Layout'
- Drawing 4740-00-102 'Warehouse Plan'
- Drawing 4740-00-103 'Elevations Sheet 1 of 2'
- Drawing 4740-00-104 'Elevations Sheet 2 of 2'
- Drawing 4740-00-105 'Sections Through Warehouse'
- Drawing 4740-00-107 'Main Office Floor Plans'
- Drawing 4740-00-108 'Pod Office Floor Plans'

Prior to the commencement of development within Development Zone 1, an

Approval of Matters Specified in Conditions Application in respect of the following specified matters shall be submitted to and approved in writing by the Planning Authority:

4.1 - A Site Investigation Report (characterising the nature and extent of any soil, water and gas contamination within the development zone); and if remedial works are recommended therein, a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report. All reports shall be prepared in accordance with current authoritative technical guidance.

4.2 - A scheme of soft and water landscaping which 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, species, size and spacing 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 the development; (d) details of the phasing of all landscape works; and (e) details of the management and maintenance of the landscape scheme. The soft and water landscape scheme must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design'.

4.3 - Details of the design and location of all boundary walls, fences and any other means of enclosure;

4.4 - Details of external lighting required during construction and following completion, such details to comply with the relevant advice note on 'Lighting Near Aerodromes';

4.5 - A Radar Mitigation Scheme (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Glasgow Brownsfield SSR Radar and the operation of Glasgow Airport.

4.6 - A Bird Hazard Management Plan which includes details of the management of any flat, shallow pitched or green roofs on buildings within the development zone which may be attractive to nesting, roosting and "loafing birds", and the management of any SUDS within the development zone. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

4.7 - Details of refuse serving arrangements including swept path analysis.

4.8 – A Travel Plan developed in accordance with the Travel Plan Framework and associated 'Potential Measures to be Implemented' as detailed in Section 7 of the approved Transport Assessment by Systra ref: 109284 and dated 21/02/2020.

4.9 – Details of the frontage enhancements along Wright Street including works to the existing footway and carriageway.

4.10 – Details of any renewable or low carbon energy schemes.

Development within zone 1 shall thereafter be undertaken in accordance with these approved details.

Reason: The current application is in principle only.

Development Zone 2

Prior to the commencement of development within Development Zone 2 as shown in approved phasing drawing 4740-00-109 titled 'Zone Plan', an Approval of Matters Specified in Conditions Application in respect of the following specified matters shall be submitted to and approved in writing by the Planning Authority:

5.1 - Details of the design, height and external appearance of the buildings;

5.2 - Details of all external finishing materials;

5.3 - The layout of the site, including details of means of access to the site and links to the internal road, pedestrian and cycle network and to adjoining Development Zones as well as any works required outside of the zone to provide this access;

5.4 - The provision of parking and servicing including all hard surface finishes;

5.5 - A scheme of soft and water landscaping which 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, species, size and spacing 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 the development; (d) details of the phasing of all landscape works; and (e) details of the management and maintenance of the landscape scheme. The soft and water landscape scheme must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design'.

5.6 - Details of the design and location of all boundary walls, fences and any other means of enclosure;

5.7 - Details of external lighting required during construction and following completion, such details to comply with the relevant advice note on 'Lighting Near Aerodromes';

5.8 - A Site Investigation Report (characterising the nature and extent of any soil, water and gas contamination within the development zone); and if remedial works are recommended therein, a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report. All reports shall be prepared in accordance with current authoritative technical guidance.

5.9 - Details of refuse collection, storage and serving arrangements including swept path analysis;

5.10 - A Radar Mitigation Scheme (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Glasgow Brownsfield SSR Radar and the operation of Glasgow Airport unless it has otherwise been demonstrated that the development would have no detrimental impact upon the operation of the Glasgow Brownsfield SSR Radar and the operation of Glasgow Airport.

5.11 - A Bird Hazard Management Plan which includes details of the management of any flat, shallow pitched or green roofs on buildings within the development zone which may be attractive to nesting, roosting and "loafing birds", and the management of any SUDS within the development zone. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

5.12 - A Noise Assessment to determine the impact of the development on adjacent property. The noise assessment shall be undertaken using appropriate methodology and taking cognisance of the quantitative and qualitative means of assessment as described within the Scottish Governments Technical Advice Note: Assessment of Noise. The assessment should normally assume open windows for ventilation purposes. Appropriate mitigation shall be included as part of the noise assessment where the rating level exceeds the measured background noise level (measured at the most sensitive time of day when the proposed development will be operational). Notwithstanding this, where the L_{Amax} is predicted to exceed 60dB (external) during the night period at the facade of any nearby property the survey shall include appropriate mitigation. The development shall not come into operation until the mitigation measures have been completed in full. The quoted levels shall be achieved as described, unless otherwise agreed in writing with the Planning Authority.

5.13 – A Transport Assessment to identify any potential future traffic and transportation issues related to the proposed development, assessing the impact on the local and trunk road network, and identifying suitable mitigation measures where appropriate. The Transport Assessment shall also include a Travel Plan Framework (unless otherwise agreed in writing with the Planning Authority) to promote initiatives that will support sustainable travel modes to the new development.

5.14 - A Travel Plan developed in accordance with the Travel Plan Framework approved as part of the Transport Assessment submitted under part 5.13.

5.15 - A detailed drainage strategy taking cognisance of the approved Drainage Impact Assessment by RSK ref: 890315-R01 (01) dated March 2020 and Renfrewshire Councils published Drainage Assessment Guidelines.

5.16 - Details of the frontage enhancements along Wright Street including works to the existing footway and carriageway.

5.17 - Details of any renewable or low carbon energy schemes.

Development within Zone 2 shall thereafter be undertaken in accordance with these approved details.

Reason: The current application is in principle only.

- 4 All development within development zone 1 shall operate in accordance with the noise mitigation measures detailed in Section 7.6 of approved Noise Impact Assessment by KMG Partnership, Titled 'Bidfood Depot, Wright Street, Renfrew', Ref. 297698-RSK-RP-001-(01), dated April 2020.

Reason: To mitigate noise impact on sensitive receptors within the vicinity of the site in the interests of amenity.

- 5 That all development within development zones 1 and 2 shall be undertaken in accordance with the recommendations in Section 4 of the approved Preliminary Ecological Survey by Envirocentre ref:172817 dated September 2019 unless otherwise agreed in writing with the Planning Authority. This includes a requirement for further survey work in accordance with Section 4.2, and implementation of the mitigation measures detailed in Section 4.3.

Reason: To ensure any potential impact on protected species is mitigated in the interests of safeguarding the sites natural heritage.

- 6 That all development within development zone 1 shall be undertaken in accordance with the approved Drainage Impact Assessment by RSK ref: 890315-R01 (01) dated March 2020 and associated 'Drainage Strategy' drawing 4740-00-109 revision B. Additionally all development within development zones 1 and 2 shall be undertaken in accordance with the recommendations set out in Section 5 of the approved Flood Risk Assessment by Enviro Centre ref:172807 dated August 2019 unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure the development is implemented in accordance with the approved Flood Risk Assessment and Drainage Impact Assessment in the interests of flood risk management and the sustainable management of surface water.

- 7 Details of the design and finish of the new foul sewer pump station as referred to in approved drawing 4740-00-101 titled 'Site Layout' (including associated boundary treatment and landscaping) shall be submitted for the written approval of the Planning Authority prior to the commencement of any drainage works on site. Only the approved details shall thereafter be implemented on site.

Reason: To ensure the pump station is appropriately screened, in the interests of visual amenity.

- 8 That no development in either development zone 1 or 2 shall be brought into use until the infrastructure improvements comprising the provision of the Wright Street Link Bridge across the White Cart Water, the realignment of Abottsinch Road, and the stopping up of Wright Street as proposed under planning permission 17/0485/PP have been constructed and brought into use to the satisfaction of the Planning Authority.

Reason: To ensure the development operates in accordance with the approved Transport Assessment, in the interests of mitigating impact on the local and trunk road network.

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.