

Planning Application: Supplementary Report

Reference No. 18/0482/PP



Renfrewshire
Council

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

RECOMMENDATION

Grant Subject to
Conditions.
(as set out in Appendix
B).

Fraser Carlin
Head of Planning and
Housing

Report by Director of Communities, Housing and Planning
Services

PROSPECTIVE PROPOSAL:

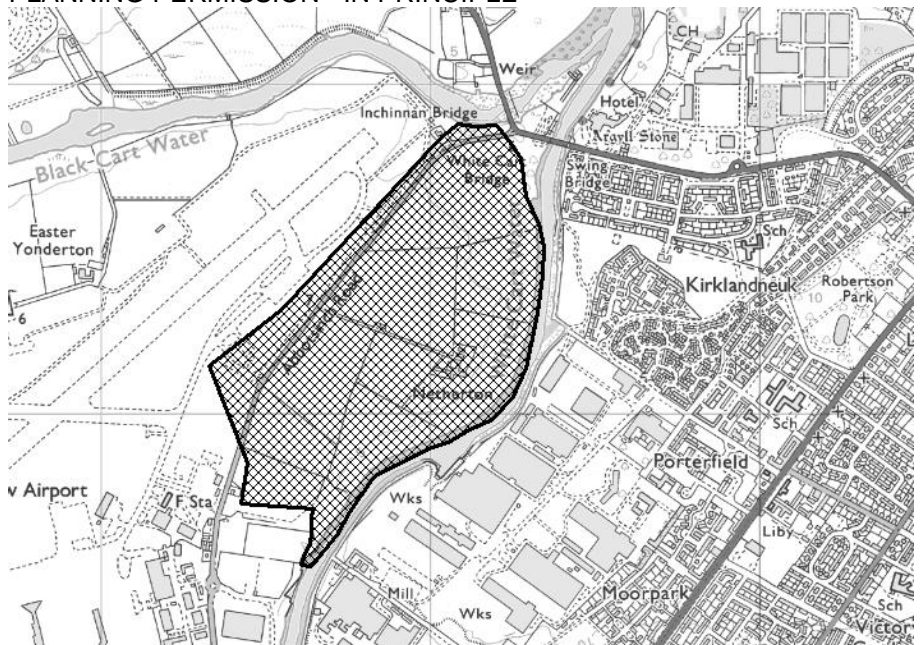
Erection of business park development (in principle), to include advanced manufacturing, research and development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage and distribution uses; ancillary service, education and training provision; 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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SUPPLEMENTARY REPORT

At the Communities Housing and Planning Policy Board on the 15 January 2019 the Board agreed to Dispose to Grant the planning application at Netherton Farm. (See Appendix B).

This recommendation was subject to conditions and the terms of the Direction issued by the Scottish Ministers to the Council on the 14 January 2019 in terms of Regulations 31 and 32 of the Town and Country Planning (Development Management Procedures) (Scotland) Regulations 2013 and in particular the restriction on the Council in granting or not granting planning permission in respect of the development

before the expiry of the period set out in the Direction from the Scottish Ministers. The planning application was sent to the Scottish Ministers along with all accompanying information on the 16 January 2019. The Planning Authority received confirmation from the Scottish Ministers on the 18 January 2019 that they were in receipt of the planning application and set out that the Scottish Ministers had 28 days from the 18 January 2019 to consider the proposal.

On the 14 February 2019, the Scottish Ministers informed the Planning Authority that it had not been possible for them to reach a decision on the application and that the Scottish Ministers had decided to extend the period for consideration for another 28 days until the 15 March 2019.

On the 14 March 2019, the Planning Authority received confirmation from the Scottish Ministers that it was not their intention to intervene in the application by either issuing a direction restricting the granting of Planning Permission in Principle or by calling in the application for their own determination and that the Council are authorised to deal with the application. (See Appendix A).

The Scottish Ministers in their correspondence, highlighted that the project identified in the planning application is within a national development identified in the National Planning Framework 3 (NPF3). They state that the planning application is a core component of the City Region City Deal and that it is nationally significant in terms of the wider Advanced Manufacturing and Innovation District Scotland for employment and economic development.

The Scottish Ministers also state that the proposal in principle appears to support the vision set out in NPF3 and the Strategic Development Plan – Clydeplan.

It is also noted by the Scottish Ministers that the Report of Handling to the Communities, Housing and Planning Policy Board on the 15 January 2019 explained that the final design, layout, scale and uses will be determined by subsequent detailed planning applications, allowing Glasgow Airport and others to continue to shape the development and that Glasgow Airport Limited have an opportunity to influence the layout of the site as it develops.

The Scottish Ministers concluded that on balance, they consider that the objectives of National Planning Framework 3 and National Development 10 – Strategic Airport Enhancements are not under threat by this Planning Permission in Principle application given that aviation uses are part of the proposed uses specified and further applications as the vision develops, can ensure that there is no potential for adverse impacts on well-established national, regional and local policy objectives.

The Board should also note that given their decision on the 12 March 2019 in relation to the Renfrewshire Local Development Plan Proposed Plan (2019), that the ‘settled view of the Council’ is that the Advanced Manufacturing and Innovation District Scotland and the wider City Deal City Region investment projects are imbedded in the Spatial Strategy for Renfrewshire and that Policy E1 – Renfrewshire’s Economic Investment Locations, Policy E2 – City Deal Investment Framework and Policy E5 – Glasgow Airport sets out the up to date policy framework for this application and are material considerations.

In this context it is considered that the proposals are consistent with the relevant policies set out in the Renfrewshire Local Development Plan – Proposed Plan (2019).

Directorate for Local Government and Communities
Planning and Architecture
Planning Decisions



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Fiona Knighton
Planner, Development Management
Communities, Housing & Planning
Renfrewshire Council

Fiona.knighton@renfrewshire.gov.uk

Your ref: 18/0482/PP
Our ref: NOD-RFS-002
14 March 2019

Dear Fiona

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
NOTIFICATION DIRECTION FOR PLANNING APPLICATION REF: 18/0482/PP:
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 AT NETHERTON FARM, ABBOTSINCH ROAD, RENFREW.**

I refer to your Council's e-mail of 15 January 2019 relating to the above development which was notified to Scottish Ministers in accordance with the above mentioned Direction.

It is not Scottish Ministers' intention to intervene in this application by either issuing a direction restricting the granting of planning permission in principle or by calling in the application for their own determination. Accordingly, your Council are hereby authorised to deal with the application in a manner you think fit.

A copy of Planning and Architecture Division's assessment report into this application is enclosed as an annex and will shortly be available on our website at <https://beta.gov.scot/publications/planning-decisionsindex/>

Yours sincerely

ALEX KERR

Victoria Quay, Edinburgh EH6 6QQ
www.scotland.gov.uk



ANNEX

Directorate for Local Government and Communities Planning and Architecture Division (PAD)	
Assessment Report	

Case reference	NOD-RFS-002
Application details	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 trading provision; plus associated car parking, access, landscaping, infrastructure works, public realm and open space
Site address	Netherton farm, Abbotsinch Road, Renfrew
Applicant	Renfrewshire Council
Determining Authority	Renfrewshire Council
Local Authority Area	
Reason(s) for notification	Direction
Representations	1
Date notified to Ministers	18 January 2019
Date of recommendation	6 March 2019
Decision / recommendation	Clear

Description of Proposal and Site:

- Planning permission in principle is sought by Renfrewshire Council for the development of a business park at Netherton Farm, directly adjacent to the runway of Glasgow Airport.
- The proposal forms part of a wider vision for the area which is to create a new Advanced Manufacturing Innovation District for Scotland (AMIDS).
- The National Manufacturing Institute for Scotland (NMIS) and the Medicines Manufacturing Innovation Centre (MMIC) are proposed to be located on the site. The underlying idea behind AMIDS is to use NMIS and MMIC as anchors to attract high value, advanced manufacturing inward investment to Renfrewshire and Scotland.
- Of the 52 ha site approximately 15-20 ha is allocated for NMIS and MMIC and 5-7ha for roads/parking/services, leaving approx. 25ha for potential inward investment. The indicative masterplan submitted with the application illustrates the western boundaries of the site as being suitable for airport uses such as for hanger space, aircraft maintenance or other ancillary support services. The remainder of the site is indicated for industrial/business related development, including advanced manufacturing, research facilities, life sciences, engineering, green technologies and other airport related uses.
- The site is within a National Development identified in the National Planning Framework 3 (2014) (NPF3) - National Development 10 – Strategic Airport Enhancements.

EIA Development:

- Renfrewshire Council's screening opinion (Ref: 17/0854/EO) on the need for Environmental Impact Assessment (EIA) determined that EIA was not required on 9 February 2018 as the proposed development is unlikely to have significant environmental effects within the scope of the Environmental Impact Assessment (Scotland) Regulations 2017.

Consultations and Representations:

- While Glasgow Airport Limited (GAL) supports the principle of the proposed development, it submitted a holding objection to Renfrewshire Council (27 July 2018) stating that there were elements of the application that required clarification. Following further engagement, GAL confirmed (4 Dec 2018) that they maintained their position of objection as matters had not been addressed in relation to policy alignment of the proposed land uses; the Framework Masterplan and Development Guide submitted with the application. The correspondence clarified that the objection does not fall within the remit of the Airport/NATS discharging statutory consultee activities. GAL requested in a letter submitted by Brodies LLP to PAD, dated (x) that the application be called-in. That letter set out GAL's concerns about the consistency of the proposal with the long standing plans for future airport expansion given that the airport's requirements are site specific and cannot be accommodated elsewhere underlying the critical importance of the application site. GAL 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. 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). GAL state that the indicative masterplan for the site submitted as part of the planning application has not previously been shared with them. GAL note that 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. And, that the Development Guide supporting the application 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 cited by GAL as requiring clarification include public and active travel links, emergency access, pedestrian routes and the narrow descriptions for the character areas.
- There have been no further objections following consultation by Renfrewshire Council with the following bodies - National Air Traffic Services (NATS), SEPA, Transport Scotland, Scottish Water, SNH, The Coal Authority, Strathclyde Partnership for Transport, West of Scotland Archaeology Service (WOSAS), Environment and Infrastructure Services (Design Services), Environment and Infrastructure (Roads/Traffic), Environmental Protection Section, Renfrew Community Council, Inchinnan Community Council, Paisley North Community Council, Paisley West and Central Community Council, Paisley East and Whitehaugh Community Council.

Assessment:

1. Scottish Government issued a notification direction, on 14 January 2019, requiring Renfrewshire Council to notify this application to Scottish Ministers if they were minded to grant planning consent. The application was duly notified, on 18 January 2019. Scottish Government requested notification due to the proximity of the development to Glasgow Airport which is identified as a national development in NPF3 (National Development 10 - Strategic Airport Enhancements).
2. The key consideration in this case is whether the application raises issues of national importance in terms of the strategic objectives of NPF3 that merit calling in the application for determination by Scottish Ministers.
3. The Scottish Government recognises the national strategic importance of both Glasgow Airport and the provision of an Advanced Manufacturing Innovation District Scotland (AMIDS).
4. Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that when determining planning applications, it must be done in accordance with the development plan unless material considerations indicate otherwise. Where the development is a national development, it also

requires that the application must be made in accordance with the statement by Ministers of their reasons for why there is a need for the national development and any other matters in the statement.

5. NPF3 identifies the proposal site as being within National Development 10 – Strategic Airport Enhancements. NPF3 Page 76 Statement of Need and Description explains that a development within one or more of the Classes of Development described in paragraph (2) (a) to (f) is designated a national development. The proposal meets development class c): construction of buildings for business, general industrial or storage and distribution use requiring a near airport location where the gross floor space is or exceeds 10,000 square metres or the development is or exceeds 2 hectares in the area identified for associated business development at Glasgow Airport. NPF3 Statement of Need page 77 sets out that this class of development supports the key gateway and hub function of the airport, references Glasgow Airport Masterplan, and states that areas adjacent to Glasgow Airport have been identified for commercial and mixed uses supporting the economic development opportunities.
6. Renfrewshire Council consider that the proposals are entirely consistent with the principles set out in NPF3, SPP, Clydeplan and Renfrewshire Local Development Plan. Renfrewshire Council consider that the principles and elements outlined in the Draft Glasgow Airport Masterplan (2011) form an integral component of the illustrative masterplan submitted in support of the proposed development. Renfrewshire Council does not consider that this application for planning permission in principle (PPiP) compromises the airport's functionality or growth. They consider that 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. It is noted that Renfrewshire Council consider that 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. It is noted that Renfrewshire Council consider that the illustrative masterplan which accompanies the planning application establishes a potential framework for future land uses along with a Development Guide aiming to meet the needs of different sectors and sizes of business and investment, including Glasgow Airport. Renfrewshire Council's Board Report explains that 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 and that on-going engagement will be undertaken with Glasgow Airport Limited to influence the layout of the site as it develops. Overall, the planning authority considers that 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.
7. It is noted that Renfrewshire Council's Communities, Housing & Planning Policy Board granted planning consent on 7th November 2017 for the planning application (Ref: 17/0485/PP) for the main Glasgow Airport Investment Area (GAIA) works. This consent permits the construction of a new high quality boulevard into the investment area through re-alignment of Abbotsinch Road as well as a new two-lane link bridge over the White Cart linking communities and development sites on the east of the river to the investment area. It is also noted that a separate planning application for the GAIA project (18/0483/PP) comprising a new cycling and pedestrian bridge over the Black Cart was also approved in August 2018.

Conclusion

8. This application could arguably be considered to be of national significance. The project is within a national development identified in NPF3, it is a core component of the City Region Deal, it is nationally significant in terms of the wider vision of AMIDS for employment and economic development.

9. NPF3 recognised that city deal proposals would be coming forward for the city-region and designated the enhancement of the airport as well as business development on land within a wider defined boundary around the airport as a National Development. SPP includes a presumption in favour of development that contributes to sustainable development, and also favours development leading to sustainable economic growth. Clydeplan supports investment in SEILs, including the proposal site, Netherton Farm. The proposal in principle appears to support the vision set out in NPF3 and Clydeplan. The planning authority consider that this PPiP application establishes an appropriate framework to deliver these significant investment opportunities. Renfrewshire Council's Planning Board Report explains that 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 and that on-going engagement will be undertaken with Glasgow Airport Limited to influence the layout of the site as it develops.
10. As a National Development in Scotland, NPF3 supports the enhancement of Glasgow Airport and careful consideration has been given to GAL's concerns and to the potential for conflict with strategic airport enhancements and the aims of NPF3. On balance, it is considered that the objectives of NPF3 and national development 10 – Strategic Airport Enhancements are not under threat by this PPiP application given that aviation uses are part of the proposed uses specified in the application, and further applications as the vision develops, can ensure there is no potential for adverse impacts on well-established national, regional and local policy objectives.

Decision/Recommendation:

It is recommended that the application is cleared back to Renfrewshire Council.

Planning Application: Report of Handling

Reference No. 18/0482/PP



Renfrewshire
Council

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:

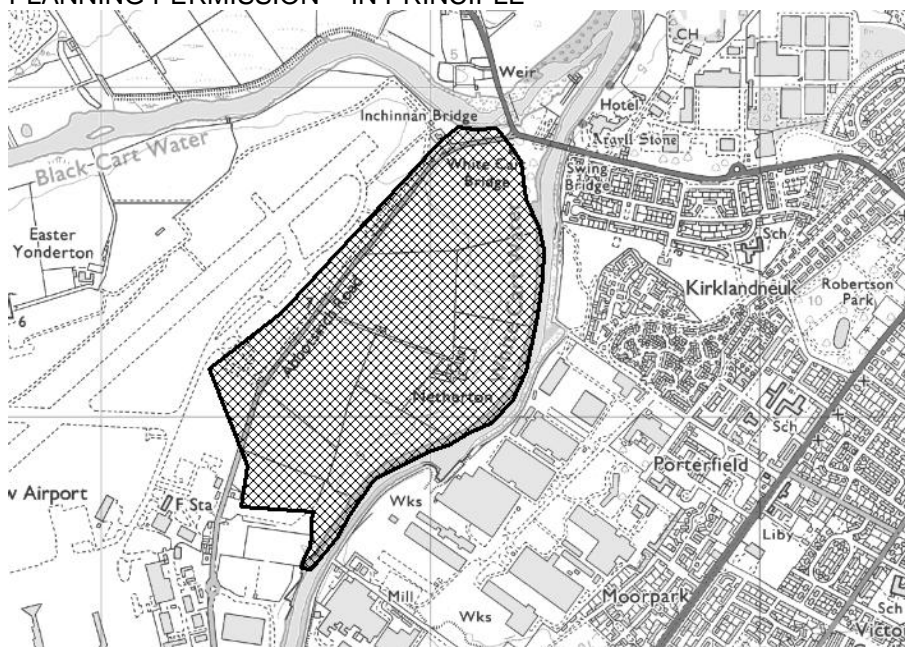
Erection of business park development (in principle), to include advanced manufacturing, research and development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage and distribution uses; ancillary service, education and training provision; 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 concerning 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 of 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.