

Planning Application: Report of Handling

Reference No. 20/0631/PP



Renfrewshire
Council

KEY INFORMATION

Ward: (12)

Erskine and Inchinnan

Applicant: WRC

Recycling
45 Newmains Avenue
Inchinnan
PA4 9RR

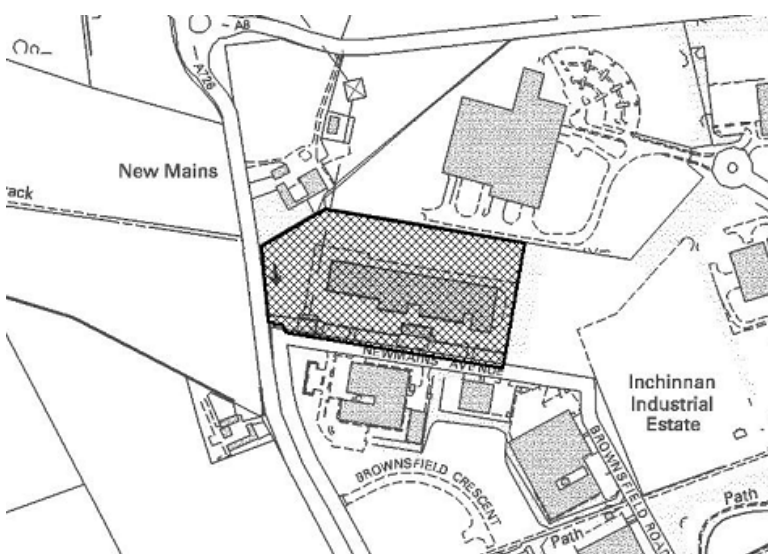
Registered: 09/10/2020

Report by Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of recycling shed and increase in throughput of recycling material from 22,575 tonnes to a maximum of 75,000 tonnes.

LOCATION: 45 Newmains Avenue, Inchinnan, PA4 9RR

APPLICATION FOR: Full Planning Permission



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RECOMMENDATION

Grant subject to conditions

Alasdair Morrison
Head of Economy &
Development

IDENTIFIED KEY ISSUES

- The site is identified within the Adopted Renfrewshire Local Development Plan 2014 and the Proposed Renfrewshire Local Development Plan 2021 (as modified) as Policy E1 – Renfrewshire's Economic Investment Locations.
- An objection has been received from both Inchinnan and Erskine Community Councils.
- Seven objections have been received.
- There have been no objections from statutory consultees.
- The proposed development complies with the Development Plan and all other material considerations including the National Planning Framework, Scottish Planning Policy and the Zero Waste Plan.

RENFREWSHIRE COUNCIL
 REPORT OF HANDLING FOR APPLICATION 20/0631/PP

APPLICANT:	WRC Recycling, 45 Newmains Avenue, Inchinnan, PA4 9RR
SITE ADDRESS:	45 Newmains Avenue, Inchinnan, PA4 9RR
PROPOSAL:	Erection of recycling shed and increase in throughput of recycling material from 22,575 tonnes to a maximum of 75,000 tonnes.
APPLICATION FOR:	Full Planning Permission

NUMBER OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED:	<p>Seven objections have been received. The points raised can be summarised as follows:</p> <p>No constraint offered over particulate and effluent release into the air or water;</p> <p>Response - Particulate and effluent release into the air and water is monitored and controlled by the Scottish Environmental Protection Agency (SEPA). SEPA have not objected to the application.</p> <p>The applicant has submitted a dust management plan which has been approved by the Director of Communities and Housing.</p> <p>Surface water and wastewater will be managed through the existing drainage strategy, and Scottish Water have offered no objection to the development.</p> <p>Impact of delivery vehicles including congestion and pollution;</p> <p>Response - The Director of Environment and Infrastructure Service has not objected to the development, the applicant has demonstrated that the local road network can accommodate the increase in delivery vehicles.</p> <p>Additional pollution generated from delivery vehicles is also not considered to be significant, and the Director of Housing and Communities has not requested an air quality assessment in this instance.</p> <p>Generation of micro plastics through the pelletisation process and contamination of the environment;</p> <p>Response - Clarification on micro plastic pollution has been sought from the Director of Communities and Housing. The applicant has advised that the issue is encompassed within the dust management plan for the site. The plan specifies measures to reduce dust and mitigate its potential impact. This matter is</p>
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ultimately monitored by SEPA through the waste management licensing process.

Vast amount of waste currently stored is in excess of licensing and planning conditions;

Response - Conditions applied to previous permissions sought to restrict where materials could be stored at the site. These conditions continue to be monitored.

The current application provides an opportunity for these conditions to be reviewed and to consider whether such restrictions are necessary.

Dust, insect and vermin issues;

Response - The dust management plan for the site has been approved. SEPA have advised that pest control matters will be addressed through the waste management license.

Baseline sound survey in the noise assessment is misleading;

Response - The noise survey has been accepted by the Director of Communities and Housing, and conditions will be used to ensure the mitigation measures specified in the assessment are implemented on site.

Supporting information contradicts itself by referring to both soft and hard ground conditions;

Response - The supporting information refers to hard ground conditions as being preferable when trying to reduce dust impact associated with delivery vehicles. For the avoidance of doubt all manoeuvring and parking areas are hard surfaced.

Reports from SEPA on licence conditions should be publicly available;

Response - Publication of information related to a waste management licence is a matter for SEPA and not the Planning Authority.

Health and safety implications for employees and community;

Response - Health and safety of employees would be a matter for the employer and is not a material consideration. Conditions will be put in place through the planning process and the waste management licence to ensure that the health of communities and the environment is protected.

Bird hazard risks affecting the airport;

Response - Glasgow Airport Safeguarding have not objected to the development, and are satisfied that an amended Bird Hazard Management Plan can be submitted by condition.

The site does not appear to be equipped for handling and filtration for containment of particulate effluent generated by the processing of waste;

Response - This matter will be addressed as part of the waste management license. SEPA have not objected to the proposed development. Additionally the Director of Communities and Housing has not objected to the application, and have also approved a dust management plan.

A drainage strategy is in place at the site to address surface and waste water. Discharge of surface water to rivers or streams is licensed by SEPA through the Controlled Activities (Scotland) Regulations, and Scottish Water will manage the treatment and disposal of waste water. Scottish Water have not objected to the application.

Contamination of local habitats, businesses and agriculture from particulates and micro plastics;

Response - Planning conditions and the waste management license aim to ensure it does not have a significant detrimental impact on local habitats, businesses and agricultural land.

Particulate monitoring should take place at the site;

Response - Air quality monitoring would be a matter for SEPA and The Director of Communities and Housing. Neither of these bodies has recommended that air quality monitoring be undertaken within the scope of the planning application.

Fire risk and associated toxic fallout over nearby areas;

Response - The potential for the facility to combust is not a material planning consideration, and planning decisions cannot be based on the likelihood of a facility catching fire. Nevertheless, the applicant has provided copies of a fire risk assessment which was undertaken in 2020, and measures are therefore in place at the site to reduce the risk of fire.

History of violations at the site does not give confidence for future observations;

Response - The Planning Authority will continue to recommend conditions that meet the six tests set out in planning circular 4/1998, and will enforce these conditions in accordance with the Planning Enforcement Charter.

	<p>Original planning permission should be reviewed and the risks assessed.</p> <p>Response - There is no scope within this application to review the previous planning permission. This permission will remain valid irrespective of the outcome of this application.</p>
CONSULTATIONS:	<p>Scottish Environment Protection Agency - No objection to the planning application. The applicant will require a modification to their waste management license. Any possible environmental impacts from the management of waste on the site shall be dealt with through that application process.</p> <p>The increase in tonnage will likely result in the applicants having to carryout sampling in line with the code of practice on sampling and reporting at materials recovery facilities.</p> <p>The site intermittently has pest control issues. A more robust pest control condition will be recommended for inclusion within the waste management licence with reference to an approved pest control management plan.</p> <p>Response - SEPA have confirmed that environmental impacts associated with the development will be addressed through the waste management licence process. This will be through a combination of Environmental Limit Conditions and Environmental Management Conditions.</p> <p>Glasgow Airport Safeguarding - No objection subject to condition regarding the submission of a Bird Hazard Management Plan.</p> <p>NATS - No objections.</p> <p>Scottish Water - No objection to the planning application. There is sufficient capacity at the Blairlinnans Water Treatment Works and the Erskine Waste Water Treatment Works (foul only connection) to serve the development.</p> <p>Director of Communities & Housing (Environmental Protection) - Mitigation is required with respect to potential noise impact, and conditions are recommended:</p> <p>Response - The mitigation measures have been designed to mitigate the noise impact on the nearest sensitive receptor which is The Bible Centre. The implementation of the measures will be controlled via conditions.</p> <p>Director of Environment and Infrastructure Service (Roads - Traffic) - Response was initially deferred until a traffic sensitivity analysis was undertaken at three surrounding junctions - Barnsford Road/Barnsford Avenue, Bransford Road/Inchinnan Drive Roundabout, and Bransford Road/St James Interchange.</p>

A further response was then provided which offered no objection to conditions.

Response - The capacity of the road network to accommodate anticipated journeys is noted. The applicant has updated the submitted plans to include additional parking and a footway link to Barnsford Road. Conditions can be applied to accommodate the additional requirements.

Scottish Fire and Rescue Service - No response at time of writing.

Inchinnan and Erskine Community Councils – The Community Councils are not anti recycling and are supportive of properly regulated recycling programmes.

This proposal would radically increase the size of the recycling site, throughput, capacity and traffic and will potentially have a huge impact on the environment, community and constituents.

Objections to the application from both Community Councils raise similar issues to those raised by individual objectors, further objections not outlined above include:

The proposed development appears to contradict the planning statement that the site is under capacity, and appears to be an application for commercial expansion and gain;

Response - The proposed application seeks to increase the capacity at the site with respect to the tonnage of materials that can be processed each year. This will provide the operator with more flexibility to expand the scope of the operation.

The Local Development Plan seeks to in principle support the expansion of established businesses in this location.

Conditions attached to original approvals seem nowadays to be meaningless. Historical interventions and enforcements should be considered, with evidence suggesting poor compliance at the site;

Response – The Council have and will continue to monitor conditions associated with the approvals on this site and respond to potential breaches in accordance with the Planning Enforcement Charter.

The applicant has submitted evidence which shows compliance with the conditions within the waste management licence.

Had knowledge of future plans to increase operations been known and understood it may have given rise to the business being offered another location with the expansion

in throughput capability included;

Response - The applicant has demonstrated that the proposed expansion in throughput capability can be accommodated at the site without significant detrimental impact on the environment, surrounding uses or the road network.

Plastic is now defined as hazardous waste, and requires special conditions of handling, regulation and monitoring;

Response - These matters will be reflected in the waste management licence which is regulated and monitored by SEPA.

A full Environmental Impact Assessment should be undertaken, Plastic waste is harmful to the environment and populations, and an EIA is required.

Response - The characteristics of the development, its location, and the characteristics of the potential impact have been fully assessed, and it is not considered that the environmental effects arising from the development are significant enough to warrant the submission of an Environmental Impact Assessment.

The criteria for EIA development is set out within the Environmental Impact Assessment (Scotland) Regulations 2017. The application has been screened against these regulations, and it is not considered that an EIA is required.

Development will consume green space, and consideration of the hard standing approach increasing loading on the sewer systems;

Response - The proposed shed will be located on an area of existing hard standing, and there is no loss of green space within the development site. The proposals will not therefore have a material impact on the existing approved drainage strategy for the site.

Site will consume huge quantities of water in processing and cleaning activity, and it is a concern that Scottish Water do not specifically refer to micro pollution in the sewage system;

Response - Scottish Water have confirmed that there is capacity within the water supply network to serve the development.

Microplastics within foul water is a matter for Scottish Water to address as part of their waste water network. Discharges to watercourses are also monitored and licensed by SEPA under the Controlled Activities (Scotland) Regulations.

The application must be considered as a new development which should include an EIA. Consideration of the plan as an extension to the existing operation is not acceptable.

Response – The application will be assessed on its own merits. The planning history at the site and historical compliance with planning conditions are a material consideration.

Third party consultations are ambiguous, and a no objection statement should not be inferred as offering support.

Response – Consultation responses are a key material consideration, and are taken into account in the consideration of any planning application.

The SEPA Waste Management License is granted based upon the Council having acknowledged and accepted the implications of the development and its environmental impact in determination.

Response – The Waste Management License is a separate process. Considerations in this regard would go beyond the scope of the planning application which is primarily focused on environmental impact on a land use basis.

SEPA have not objected to the use of the site in the manner proposed by the applicants, and have advised that environmental issues will be addressed through the waste management license.

The site will not operate in an environmentally friendly manner as no mitigation is proposed for containment of plastic particulates. Recycling regulations require operators procedures to be compliant in the safe handling of materials to prevent pollution release into the environment.

Response – The recycling regulations referred to are not a matter that the planning authority has control over. The site is an acceptable location for a recycling facility in land use terms and accords with the Local Development Plan.

Mitigation of pollution occurrences should not be addressed post determination. Local monitoring should be installed, and reactive management is not the answer.

Response – The site is monitored by SEPA as part of the Waste Management License process. Controls within the license are in place to try and prevent pollution incidents from occurring. Conditions attached to the planning permission will aim to mitigate land use related environmental impacts. None of the consultees have indicated that additional monitoring will be

	<p>required.</p> <p>Rather than addressing the environmental issue with experts, planning may give credence to the applicant's supportive documentation.</p> <p>Response – The supporting documentation has been assessed by various external bodies. No objections have been raised.</p>
<p>PRE-APPLICATION COMMENTS:</p>	<p>A pre-application meeting was held to discuss a proposed increase in throughput at the WRC facility. Advice was given that any forthcoming application would need to be accompanied by robust supporting documentation such as a planning and operational statement, noise assessment, dust management plan and transport assessment to demonstrate that the increase in throughput could be accommodated at the site without significant detrimental impact on the environment, amenity or the road network.</p>

<p>APPLICANTS SUPPORTING INFORMATION:</p>	<p><u>Pre-Application Consultation Report</u> - The pre-application consultation process was impacted by the COVID restrictions on gathering and travelling. A web based consultation option was pursued. The website was advertised in the local press, and the Community Council, Councillors, MSP's and MP's were invited to engage in the process.</p> <p>Through this process the Community Council submitted comments by email stating their concerns regarding the proposal.</p> <p>There were also 34 representations submitted through the online feedback response form, with all 34 responses in support of the development. It is acknowledged that these responses include employees from WRC.</p> <p>Response - The pre-application consultation report demonstrates compliance with the statutory requirements governing the pre-application process for major developments.</p> <p><u>Transport Statement</u> - The statement provides an overview of current operations and a baseline assessment of the current transport demands arising from the facility.</p> <p>In terms of the proposed development, the main transport impacts identified are an increase in the number of staff travelling to and from the site each day from 40 to 60, a potential increase in staff parking demand, and an increase in the number of commercial vehicle trips to the site from 15 inbound trips to approximately 42. Routing to and from the site and access into the facility will remain as at present.</p> <p>The statement suggests that the current car park would have capacity to accommodate 80% of future employees driving to</p>
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work. Although in reality the additional trips will be spread over a longer time period due to the shift to 24 hour working. It is also hoped to reduce the number of single occupancy car journeys through travel plan measures. It is concluded on this basis that existing car park arrangements are sufficient.

In terms of deliveries, at present there are around 80 weekly deliveries which equates to an average of just under 1.5 deliveries an hour when spread across the working weekday (0700-1800). This is forecast to increase to 231 deliveries which is an average of just under 4 an hour (deliveries will still be made/received between 0700 and 1800). This is considered unlikely to have a noticeable impact on the road network in the vicinity of the site.

The statement concludes that transport impacts associated with the development primarily relate to an intensification of use of the site. Peak levels of staff traffic are likely to remain similar due to a spreading of demand, and the increase in deliveries is likely to be relatively modest. The proposed development can therefore be accommodated without any changes to the surrounding transport network.

Response - The findings within the Transport Assessment have been accepted by The Director of Environment and Infrastructure.

Travel Plan - The aim of the travel plan is to support a realistic shift in staff and visitor travel to sustainable travel alternatives. The target is a 15% reduction in the number of single occupancy car trips to be achieved by 2024.

To achieve this the travel plan sets out several actions to be implemented at the site over the next five years. These include promoting agile working, journey sharing, cycle parking, shower and changing facilities, cycle to works scheme, car sharing and personalised travel planning sessions. Inchinnan Business Park will benefit from enhanced cycleway access as part of the AMIDS proposed investment.

Response - Implementation of the recommendations within the Travel Plan will be secured by a condition.

Planning Statement - The current planning permission includes a volume throughput restriction of 22,575 tonnes. The proposal seeks to increase the operational throughput volume to a maximum of 75,000 tonnes. The increase in volume of materials that can be recycled will contribute to the Scottish Governments zero waste ambitions.

It is noted that SEPA's Waste Management Infrastructure Capacity data, published in October 2019, shows a capacity shortfall within the Clydeplan area of 325,000 tonnes. The

proposals will contribute to addressing this shortfall.

Response - The planning statement sets out the benefits of the expansion of operations in accordance with the Local Development Plan.

Addendum to Planning Statement – The applicant submitted a further supporting statement in response to a request for further information from the Council, and in response to the comments raised by Inchinnan and Erskine Community Councils.

In summary the applicant states that the proposals will facilitate investment in new automatic plant equipment and improved working practices allowing the site to handle a significantly higher volume of material than currently.

The proposed shed will ensure storage and sorting remains under cover.

WRC have a full time health, safety and environmental manager, and further job opportunities will be created through the proposed expansion.

Response – The addendum emphasises the capacity at the site to grow the business and contribute to recycling and carbon reduction targets. The growth will be managed through the investment in a new building, more efficient plant, and expansion of the workforce.

Design and Access Statement - The proposed shed will tie into the existing secondary shed at the rear of the site. It will match the existing development. The existing site entrance will be utilised, and a one way system will operate within the site.

Response - The physical changes at the site in a design sense will not have a significant impact on the character or appearance of the area. Access arrangements will not be changed.

Dust Management Plan - A dust management plan has been prepared for the operations associated with the new building and the increased annual throughput. The dust control measures in place for the existing building and associated activities will continue as present.

Response - The Director of Communities and Housing has approved the Dust Management Plan, the recommendations of which are imported on site to ensure that dust is suitably controlled. SEPA will also monitor dust management as part of the waste management licence.

Noise Impact Assessment - Noise levels have been predicted at the two closest noise sensitive receptors (The Bible Centre and

	<p>Barnsford Farm) to establish the potential level of noise impact from the proposed extension. It is accepted that baseline noise levels will be reduced due to travel restrictions in place at the time of the survey. However, noise level surveys from a previous assessment undertaken in 2014 have been used to inform the current assessment.</p> <p>At the closest noise sensitive receptor (The Bible Centre) the outcome of the assessment is that there will be a significant impact. To mitigate against this impact, the proposed storage shed will be modified to include concrete paneling up to the eaves height on the north and west elevations, introduction of acoustic paneling to the north facing roof plane, and erection of a 3m high barrier on the mutual boundary.</p> <p>Response - The Director of Communities and Housing has approved the noise assessment subject to the recommendations therein being implemented on site. This includes restrictions on activities which can be undertaken at night, and the installation of an acoustic barrier.</p> <p><u>Fire Risk Assessment</u> - The most recent fire risk assessment was undertaken in 2020. The assessment looks at identification and control of hazards in addition to fire safety arrangements and administration.</p> <p>Response - The Assessment outlines measures to reduce fire risk.</p> <p><u>Bird Hazard Management Plan</u> - WRC will appoint a pest control contractor who will inspect the roof every week on a normal basis, with increased inspections through the breeding season to remove any nests and nesting materials. Targeted falconry will be utilised 2-3 times a week. A routine bird control action sheet is completed after each visit and the record are kept on site.</p> <p>Response - The Bird Hazard Management Plan requires separate approval from Glasgow Airport Safeguarding, and this can be undertaken via condition. Glasgow Airport Safeguarding have not objected to the proposed development.</p> <p><u>SEPA Compliance Assessment Scheme</u> - The applicant has provided copies of a SEPA assessment undertaken in May 2019. The assessment identified no breaches of the Environmental Limit Conditions (ELC) associated with the waste management licence, and compliance with all Environmental Management Conditions (EMC). The overall interim assessment was considered to be 'excellent'.</p> <p>Response - Noted.</p>
CLYDEPLAN POLICIES:	Clydeplan Strategic Development Plan 2017

	<p>Policy 1 - Placemaking Policy 5 - Strategic Economic Investment Locations (Glasgow Airport Investment Area) Policy 11 - Zero Waste Diagram 4 - Strategic Economic Investment Locations Diagram 10 - Assessment of Development Proposals</p>
<p>LOCAL DEVELOPMENT PLAN POLICIES/ OTHER MATERIAL CONSIDERATIONS</p>	<p><u>Adopted Renfrewshire Local Development Plan 2014</u> Policy E1 - Strategic Economic Investment Locations Policy E2 - Glasgow Airport Investment Zone Policy I1 - Connecting Places Policy I7 - Low Carbon Developments Policy I8 - Waste Management Policy ENV2 - Natural Heritage Policy ENV4 - The Water Environment Policy ENV5 - Air Quality</p> <p><u>New Development Supplementary Guidance 2014</u> Delivering the Economic Strategy - Economic Development Criteria and Strategic Economic Investment Locations Delivering the Infrastructure Strategy - Infrastructure Development Criteria and Connecting Places Delivering the Environment Strategy - Environment Development Criteria, Biodiversity, The Water Environment and Air Quality</p> <p><u>Proposed Renfrewshire Local Development Plan 2021 (as amended)</u> Policy E1 - Renfrewshire's Economic Investment Locations Policy I1 - Connecting Places Policy I5 - Waste Management Policy ENV2 - Natural Heritage Policy ENV4 - The Water Environment Policy ENV5 - Air Quality</p> <p><u>New Development Supplementary Guidance</u> Delivering the Economic Strategy - Economic Investment Locations Delivering the Infrastructure Strategy - Connecting Places Delivering the Environment Strategy - Natural Heritage, The Water Environment and Air Quality</p> <p><u>Material Considerations</u></p> <p><u>National Planning Framework</u> A decentralised network of processing facilities will be needed to achieve our vision for a circular economy where waste is recognised as an opportunity, not a burden. Planning authorities should work with the market to identify viable solutions and leave a sustainable legacy for future generations.</p> <p><u>Scottish Planning Policy</u> The planning system should promote developments that</p>

	<p>minimise the unnecessary use of primary materials, support the emergence of a diverse range of new technologies and investment opportunities, support achievement of Scotland's zero waste targets, help deliver infrastructure at appropriate locations and prioritise development in line with the waste hierarchy.</p> <p>Planning authorities should determine whether proposed developments would constitute appropriate uses of the land, leaving the regulation of permitted installations to SEPA.</p> <p><u>Scotland Zero Waste Plan</u> Introduces a strategic target of recycling 70% of all Scotland's waste, with only 5% of remaining waste ending up in landfill.</p> <p>The zero waste plan recognises that moving to zero waste means more facilities will be required to collect, sort, reuse, recycle and process waste. Achieving the zero waste targets will require action by the planning system to identify sufficient land allocations for more sustainable waste management infrastructure.</p> <p>The planning system has an important role in supporting the achievements of the zero waste plan through its influence on the location, layout and design of all new developments (not just waste management facilities) and the provision of the required waste management installations.</p>
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<p>PLANNING HISTORY</p>	<p>14/0328/PP - Use of premises as waste processing and recycling facility. Granted subject to conditions 11/11/2014.</p> <p>15/0182/PP - Erection of office accommodation (Class 4). Granted subject to conditions 25/08/2015.</p> <p>15/0294/PP - Re-cladding of building. Granted 25/08/2015.</p> <p>15/0339/PP - Temporary siting of weighbridge and portable office building. Granted subject to conditions 25/08/2015.</p> <p>15/0534/PP - Erection of boundary wall and fencing and formation of hardstanding. Refused 09/10/2015.</p> <p>15/0537/PP - Engineering operations comprising the reinstatement of land to former ground level. Granted subject to conditions 11/09/2015.</p> <p>15/0703/PP - Installation of solar panels. Granted subject to conditions 03/12/2015.</p> <p>15/0753/PP - External alterations to front elevation and formation of ramped loading bay. Granted 17/12/2015.</p> <p>16/0914/PP - Erection of water storage tank and pump house.</p>
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	<p>Granted subject to conditions 29/08/2017.</p> <p>16/0832/PP - Formation of vehicle wash area, formation of yard, erection of covered external storage area and erection of concrete walling. Granted subject to conditions 04/09/2017.</p> <p>18/0117/PP - Variation to condition 4 (enclosure and operation of storage bays) of planning permission 16/0832/PP. Granted subject to conditions 17/01/2019.</p> <p>20/0365/NO - Erection of recycling shed and increase in facility volume to 75,000 tonnes per annum. Accepted 27/07/2020</p>
DESCRIPTION	<p>This application seeks planning permission for the erection of a recycling shed and an increase in the throughput of recycling material from 22,575 tonnes to a maximum of 75,000 tonnes per annum at the WRC recycling facility located in Inchinnan Business Park.</p> <p>Planning permission to use the site as a recycling facility was originally granted in 2014. This permission was subject to a condition that the total volume of materials handled at the facility shall not exceed 22,575 tonnes per annum. The reason for this condition was to define the consent in the interests of amenity and traffic safety, and to ensure the operation of the facility remains consistent with the supporting information submitted at the time.</p> <p>The application site is located at the north western corner of the Inchinnan Business Park. The facility comprises of a large warehouse approx. 8,250 square metres in area which functions as the main recycling building, several ancillary buildings including a storage shed, office building and water storage tank, and associated parking and manoeuvring areas. WRC sort and process different waste materials into products that are suitable for further recycling, re-use, or utilization within the manufacturing industry. This includes baled cardboard and paper products, baled cans, and granulated plastics. Waste materials are sourced from a variety of locations including commercial and industrial premises and building sites, with all sorting and processing taking place within an enclosed environment.</p> <p>Activities at the site are also regulated by SEPA Waste Management License.</p> <p>The proposed increase in throughput will be accommodated at the site through a combination of new investment in plant and machinery, and improved working practices.</p> <p>The additional shed erected to the rear of the site will accommodate new plant. This will allow additional waste handling to take place in an enclosed environment, making</p>

	<p>more efficient use of what is currently open yard space.</p> <p>In addition to the above, the workforce at the site will be expanded and a 24 hour shift pattern will be developed.</p> <p>The application site is bound by Newmains Avenue to the south with industrial buildings beyond, Barnsford Road to the west with agricultural land beyond, The Bible Centre and an industrial building to the north, and an industrial building to the east with a vacant plot beyond.</p> <p>Boundary treatment comprises of a palisade fence with brick piers to the south, a palisade fence to the east, a palisade fence and hedgerow to the west, and a mix of trees, hedgerows and fencing to the north.</p>
<p>PLANNING ASSESSMENT</p>	<p><u>National Planning Framework</u></p> <p>The National Planning Framework emphasises the key role of the planning system in helping to identify viable sites for waste management uses. In this way planning authorities can contribute to delivering on climate change commitments by facilitating the creation of a network of waste management facilities.</p> <p>The application site has, through approval of planning application 14/0328/PP, already been identified as being a viable site for a waste management facility. The key issue to be considered is the increase in throughput, and whether the site can suitably accommodate the proposed intensification of the existing approved use.</p> <p><u>Scottish Planning Policy</u></p> <p>Scottish Planning Policy (SPP) outlines the vital role the planning system plays in supporting the provision of waste management facilities. The principal consideration for the planning system is ensuring the proposed development constitutes appropriate use of the land.</p> <p>SPP makes it clear that the regulation or permitted sites thereafter is a matter for SEPA.</p> <p><u>Scotland's Zero Waste Plan</u></p> <p>The proposed development will contribute towards achieving the strategic recycling targets set out in the zero waste plan by increasing the permitted throughput of material which can be processed at an existing waste management facility.</p> <p>Taking the above into consideration it is clear that policies at a national level support the principle of the proposed development by way of its contribution to meeting zero waste targets. The development must thereafter be assessed against the Strategic and Local Development Plans where more site</p>

specific matters can be considered in more detail.

Clydeplan Strategic Development Plan 2017

Clydeplan recognises waste as an economic resource which can support the creation of a low carbon city region.

Policy 11 provides a list of locations where development proposals for waste management facilities will generally be acceptable subject to local considerations. This includes land designated for industrial, employment or storage and distribution uses and existing waste management sites.

Taking the above into consideration, the proposed development has been found to comply in principle with the Clydeplan vision and strategic development strategy.

Developments that comply with Clydeplan must thereafter be assessed against the Local Development Plan.

Adopted Local Development Plan 2014

Policy E1 states that the Council promotes Strategic Economic Investment Locations (SEIL's) for the development of class 4, 5 and 6 development and ancillary service provision. Development proposals require to be assessed against the criteria detailed in the new development supplementary guidance.

Policy E2 states similarly that the Council promotes the area around Glasgow Airport and in particular Inchinnan Business Park as a key location to support economic growth.

The proposal and site location in this regard is consistent with National, Regional and Local Planning Policy which all state that industrial areas can be considered suitable for waste management facilities in principle.

The main consideration in the assessment of the application is whether the increase in throughput capacity can be accommodated at the site without significant impact on the environment or the core role and function of the site and surrounding area.

The applicants state that the increased capacity will be managed by an investment in new plant and storage capacity and an expansion of the workforce.

Consultation responses have not raised any specific concerns with respect to potential impact on the surrounding area. Any potential impact will be controlled through planning conditions and the waste management licence process which is enforced by SEPA.

The planning and waste management advice note states that

	<p>planning consents should focus on the use of the land. SEPA will address any possible environmental impacts through the waste management licence process, and planning authorities should not impose planning conditions on matters subject to regulation under pollution prevention or environmental protection legislation.</p> <p>SEPA have not objected to the proposals, and have advised that any possible environmental impacts shall be dealt with through the waste management licensing process. This includes issues such as pest control and odours.</p> <p>The applicant has submitted evidence which demonstrates that the conditions imposed by SEPA within the waste management licence have been complied with. SEPA will continue to monitor the site to enforce the conditions within the waste management licence. The potential for environmental or pollution incidents to increase along with an increase in throughput is noted. However this is a matter for SEPA to control and enforce through the waste management licence.</p> <p>Any potential impact on amenity, including residential amenity, is not considered significant enough to warrant a recommendation to refuse this application, and the development will be able to co-exist with residential properties within the vicinity of the site.</p> <p>Potential impact on the local road network infrastructure must also be considered. The developer has provided a break down of additional journeys associated with the intensification of operations at the site. This analysis has been accepted by The Director of Environment and Infrastructure who have offered no objection to the proposals.</p> <p>The applicant has allocated additional spaces within the existing car park for use should demand dictate this. This will reduce the potential for further parking on Newmains Avenue. Measures to reduce traffic generation will also be undertaken via implementation of the travel plan.</p> <p>The applicant has also allocated land to form a pedestrian and cycle link to Barnsford Road in order to connect with proposed bus stops. This measure will improve accessibility to the site and the wider business park for pedestrians, cyclists and public transport and will contribute to addressing one of the key challenges for the business park as outlined in the local development plan.</p> <p>With respect to the remaining criteria within the delivering the economic strategy which have not been addressed above, the expansion of operations will create additional job opportunities at the site. This additional economic benefit is not at the expense of the environment or the amenity of the area or</p>
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	<p>neighbouring properties.</p> <p>In terms of visual amenity at the site, the new shed will be at the rear of the site and will not be visible from Newmains Avenue. However increasing the throughput capacity at the site may result in additional vehicles and machinery being stored in the yard area.</p> <p>The applicants have recognised this and have agreed to the implementation of additional landscaping within a grass strip to the front of the site. Additional landscaping will contribute towards screening the facility.</p> <p>The storage of materials within the yard area was previously restricted by condition, and it is proposed that similar conditions should apply again in this instance with the aim of ensuring that material is not stored at the front of the site where would be most visible. Conditions previously attached to control the type of materials which could be processed at the site will also be applied again.</p> <p>Taking the above into consideration, it is not anticipated that the development will have a significant detrimental impact on visual amenity or generate any visual impact that would be wholly out of keeping with the character or appearance of the area.</p> <p>The operators have given consideration to climate change mitigation and carbon reduction as part of the operations at the site. Renewable and low carbon technology has been incorporated into the site through the installation of solar panels which generate approx. 40% of the sites electricity requirements.</p> <p>It is also intended to install electric vehicle charging points, and commitments are in place through the travel plan to reduce single occupancy car journeys to the site.</p> <p>The proposed development has been found to comply with the supplementary guidance relating to economic development and Strategic Economic Investment Locations. The proposed development is therefore suitable at this location, and complies with Policy E1 and E2.</p> <p>Policy I1 states that increased access and connectivity to walking, cycling and public transport networks is a key consideration for investment locations within Renfrewshire. Getting to and from employment uses by a range of modes is an important consideration, and appropriate provision to connect to active travel and public transport networks requires to be considered from the outset.</p> <p>Figure 6 within the Local Development Plan notes that limited</p>
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	<p>public transport provision is a challenge for Inchinnan Business Park. To address this the Director of Environment and Infrastructure Service has advised that the Council intends to develop bus stops along the Barnsford Road which bounds the application site to the west.</p> <p>To facilitate this investment the applicant has set aside a strip of land to allow a connection to be formed between Barnsford Road and Newmains Avenue. This connection will improve accessibility into the site and the wider Inchinnan Business Park for both pedestrians and cyclists, and will facilitate an additional connection to the public transport network. Implementation of the link will be managed via condition.</p> <p>In assessing the full transport impact associated with the development, the applicant has prepared a travel plan which aims to reduce single occupancy car trips to the site. The proposed measures to achieve this include promoting journey sharing, installing cycle facilities and implementing a cycle to work scheme.</p> <p>The applicant has also provided a transport assessment which demonstrates that the additional journeys associated with the development will not have a significant impact on the performance of the road network and travel has also been prepared. The Director of Environment and Infrastructure has not objected to the development in this regard.</p> <p>The proposed development is considered to comply with Policy I1 and the associated new development supplementary guidance.</p> <p>Policy 17 aims to reduce the predicted carbon dioxide emissions arising from proposed developments.</p> <p>The applicants have implemented a range of measures to reduce their carbon footprint. These range from the installation of solar pv panels to tree planting and discouraging single occupancy car travel to the site.</p> <p>Officers are satisfied that the development does not conflict with the aims of Policy 17.</p> <p>Policy 18 states that existing waste management infrastructure and facilities will be safeguarded where they support the delivery of the zero waste plan. Proposals for waste management infrastructure and facilities on existing sites will require to demonstrate how they conform to, meet and deliver the objectives of the zero waste plan in addition to demonstrating compliance with a number of criteria.</p> <p>It has been demonstrated above that the development conforms to the zero waste plan and will help to deliver its</p>
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	<p>objectives by increasing recycling capacity at an established facility which is in an appropriate location.</p> <p>The development is considered to comply with Policy 18.</p> <p>Policy ENV2 states that developments must not have an adverse effect on the integrity of sites protected for their nature conservation interest.</p> <p>The application site lies approx. 800m to the north west of the Black Cart Special Protection Area (SPA). The SPA is of international importance as a roosting and foraging area for migratory birds.</p> <p>The proximity of the site to the SPA ensures that the risk to the SPA is minimal even when taking into consideration the precautionary principle. The site is approx. 800m away, with the intervening land characterised by a range of commercial and industrial premises. Potential environmental impacts arising from the site will be mitigated, and a strategy for disposing of foul and surface water at the site has already been approved.</p> <p>Officers are satisfied that the development will not have a detrimental effect on the SPA.</p> <p>The supplementary guidance also sets out a requirement to consider biodiversity. This requirement is based on the Nature Conservation (Scotland) Act 2004 which places a duty on every public body to further the conservation of biodiversity.</p> <p>The proposed development will not significantly affect existing species, habitats and ecosystems. The shed will be erected on an area of hard standing, and there will be no loss of green space within the site. The boundary to the north comprises of a hedge with trees beyond. The proposed shed is set back from the boundary, and its construction will not have a significant detrimental impact on the hedge or the trees.</p> <p>The proposed 3m high acoustic fence will be positioned on the northern boundary of the site adjacent to the Bible Centre. Details of the design and installation of the fence will be sought via condition to ensure its installation does not have a detrimental impact on the hedge or the trees. The intervening tree coverage will also ensure the fence does not have an overbearing or over dominating impact on the Bible Centre.</p> <p>In terms of promoting biodiversity, the applicants have completed a soft landscaping scheme around the office building which occupies the western half of the site. It is proposed to accommodate additional landscaping within a grass strip to the front of the building. This will contribute to further biodiversity gain at the site. The details of a landscape scheme, and a timetable for its implementation, can be submitted via condition.</p>
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Policy ENV4 seeks to protect the existing water environment, and support will be given to developments which improve the control and management of water along with enhancement of biodiversity, flora and fauna surrounding blue corridors. Proposals should be assessed against the criteria set out in the supplementary guidance.

It is not anticipated that the development will significantly compromise the water environment. There is a strategy in place to control the disposal of foul and surface water at the site. Discharge to the water environment is also a matter that is regulated by SEPA through the Controlled Activities (Scotland) Regulations. Scottish Water have confirmed that there is sufficient capacity to continue accepting foul water from the site.

Officers are satisfied therefore that the development accords with Policy ENV4.

The above comments would also apply to air quality. Policy ENV5 states that the Council will seek to ensure that development proposals shall not individually or cumulatively have an adverse effect on air quality.

The Director of Communities and Housing has not requested an air quality assessment in this instance, and has advised that they are satisfied with the dust management plan that has been produced. Implementation of the measures within the dust management plan will ensure that detrimental impacts on air quality, including those which may arise from micro plastics, are mitigated.

I am also satisfied therefore that the development accords with Policy ENV5.

Proposed Local Development Plan 2021 (as modified)

The policies within the Proposed Local Development Plan and the associated Supplementary Guidance generally reflect those of the currently adopted plan.

Policy I5 introduces additional criteria to be considered when assessing proposals for waste management infrastructure. With respect to the proposed development it is considered that the benefits of increasing recycling capacity are well known and well recognised. Recycling has a key role to play in the waste hierarchy by diverting waste away from landfill. Recycling is therefore an essential part of a low carbon circular economy which is a key strand of Scottish Government policy as set out in the zero waste plan.

The environmental, social and economic impacts of the proposed development are well understood partly because the facility has already been operational for a number of years. In

	<p>general terms the recycling industry is also well regulated as noted in the Scottish Government advice note. The potential impacts are therefore known and can be mitigated through the planning process and the waste management licence.</p> <p>The integration of waste and energy innovations is not considered to be relevant to the proposal. The proposal is for the recycling of material and not the recovery of energy from waste.</p> <p>Restoration and after-use proposals are not considered necessary in this instance as these issues would primarily relate to landfill sites</p> <p>The proposal is found to be compliant with the Proposed Local Development Plan.</p>
<p>CONCLUSION AND RECOMMENDATION</p>	<p>Having considered the above assessment, it is found that the proposal complies with the policies and guidance at national, strategic and local level and all other material considerations. It is therefore recommended that the application is approved subject to conditions.</p>

Reason for Decision

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

Conditions

- 1 That all activities associated with the sorting and processing of waste materials shall be undertaken entirely within a building envelope. Waste materials including those that have been processed shall not be stored within external yard areas that are beyond the principal elevation of the main building fronting Newmains Drive.

Reason: In the interests of visual amenity and to ensure the storage, sorting and processing of materials does not undermine the appearance of the Inchinnan Business Park.

- 2 That the materials to be processed at the facility shall be restricted to plastics, paper, metal, textiles and timber and that the total volume of materials handled at the facility shall not exceed 75,000 tonnes per annum irrespective of the combination of plastics, paper, metal, textiles and timber. For the avoidance of doubt no household or putrescible waste shall be received, handled or processed on the site in any way.

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

- 3 The design, installation and operation of any plant, machinery or equipment at the

site shall be such that noise associated with the recycling facility shall not exceed Noise Rating Curve NR25 between the hours of 2300 and 0700 and NR35 at all other times one measured within any dwelling in the vicinity of the development.

Reason: To ensure noise from the site is restricted in the interests of residential amenity and to protect sensitive receptors.

- 4 That prior to the recycling shed hereby approved being brought into use, a specification detailing the location, design and finish of the acoustic barrier as generally illustrated in approved drawing 1849-PL-02 e titled 'Proposed Block Plan / Future Works' shall be submitted for the written approval of the Planning Authority. The specification shall also include measures to protect the existing hedgerow and trees within the vicinity of the acoustic barrier, and shall detail compensatory re-planting should any hedgerow or trees be removed to accommodate the acoustic barrier.

The acoustic barrier thereafter approved shall be implemented on site prior to the recycling shed being brought into use, and shall be retained thereafter for the duration that the recycling shed is in use.

Reason: To ensure that noise impact from the recycling shed is mitigated in the interests of residential amenity and to protect sensitive receptors.

- 5 That prior to development commencing on the recycling shed hereby approved, the developer shall submit a Bird Hazard Management Plan for the site to be approved in writing by the Planning Authority in consultation with Glasgow Airport.

The submitted plan shall include details of the management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and 'loafing' birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

- 6 That prior to the recycling shed hereby approved becoming operational, the developer shall submit a specification detailing the design, location, materials and surface finish of the footpath link and crossing point as generally illustrated in approved drawing 1849-PL-02 e titled 'Proposed Block Plan / Future Works'. The specification shall also include a timetable for the installation of the footpath link and crossing point. The footpath link and crossing point shall thereafter be implemented in accordance with the approved timetable to the satisfaction of the Planning Authority.

Reason: To ensure the site is connected to the pedestrian, cycle and public transport network in the interests of accessibility and promoting journeys by

sustainable means.

- 7 That prior to development commencing on the recycling shed hereby approved the developer shall submit a scheme of landscaping for the site to be approved in writing by the Planning Authority in consultation with Glasgow Airport. The landscaping scheme shall specify new shrub and tree planting at the site including location, number, standard and species, and shall include a timetable for the implementation of the landscaping scheme and a maintenance plan. The landscaping scheme shall thereafter be implemented on site in accordance with the approved timetable, and shall be maintained thereafter in accordance with the approved maintenance plan.

Reason: To ensure a scheme of landscaping is implemented at the site in the interests of visual amenity.

- 8 That the approved Travel Plan by Systra (ref: GB01T17F74.SCTLSD56) shall be implemented at the facility in accordance with the active travel plan actions detailed in section 6 of the plan. This includes annual monitoring and reporting as specified in the plan. Provision shall also be made for the delineation of the additional parking spaces as generally illustrated in approved drawing 1849-PL-02 e titled 'Proposed Block Plan / Future Works' should the Travel Plan indicate that additional parking spaces at the site are required.

Reason: To ensure the actions within the Travel Plan are implemented in the interests of promoting journeys by sustainable means.

- 9 That all dust control measures identified within the Dust Management Plan ref: R20.10871/1/AF shall be implemented on site prior to the recycling shed hereby approved becoming operational. All measures shall thereafter remain in place for the duration that the recycling facility is operational to the satisfaction of the Planning Authority.

Reason: To ensure dust control measures are implemented in the interests of air quality.

- 10 The recycling shed hereby approved shall not be brought into use until the developer has undertaken a survey to determine the impact of floodlighting from the proposed development. The survey shall be based on the principles set out in British Standard BS EN 12193:2018 (incorporating corrigendum February 2019) Light and Lighting – Sports Lighting, or a method agreed by the Planning Authority. The survey shall be submitted for the written approval of the Planning Authority and shall include details of:

- A description of the proposed lighting units including height, type, shape and luminous flux of the floodlights.
- The luminance levels, both horizontal and vertical, on the illuminated part of the site to demonstrate that obtrusive light and glare does not adversely affect neighbouring properties.
- The direction and aiming angle of each floodlight and the upward waste light ratio for each light.
- The Environmental Zone, as defined in the Institution of Lighting Engineers Publication – Guidance Notes for the Reduction of Obtrusive Light, within which the site falls.

Only the approved floodlighting scheme shall thereafter be implemented on site, and no changes to the scheme shall take place without the written agreement of the Planning Authority.

Reason: To ensure any floodlighting scheme installed at the site is appropriate in the interests of amenity.

Alasdair Morrison

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.