

## Notice of Meeting and Agenda Planning and Climate Change Policy Board

Date	Time	Venue
Tuesday, 24 January 2023	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

MARK CONAGHAN  
Head of Corporate Governance

### Membership

Councillor Jim Paterson (Convener): Councillor Bruce MacFarlane (Depute Convener):

Councillor Jennifer Adam: Councillor Alison Ann-Dowling: Councillor Andy Doig:  
Councillor Chris Gilmour: Councillor Neill Graham: Councillor Anne Hannigan:  
Councillor Kenny MacLaren: Councillor Jamie McGuire: Councillor Marie McGurk:  
Councillor John McNaughtan: Councillor Iain Nicolson: Councillor John Shaw:  
Councillor Ben Smith:

### Hybrid Meeting

Please note that this meeting is scheduled to be held in the Council Chambers. However, it is a hybrid meeting and arrangements have been made for members to join the meeting remotely should they wish.

### Webcasting of Meeting

This meeting will be filmed for live or subsequent broadcast via the Council's internet site – at the start of the meeting the Convener will confirm if all or part of the meeting is being filmed. To find the webcast please navigate to

<https://renfrewshire.public-i.tv/core/portal/home>

### Members of the Press and Public

Members of the press and public wishing to attend the meeting should report to the customer service centre where they will be met and directed to the meeting.

## **Further Information**

This is a meeting which is open to members of the public.

A copy of the agenda and reports for this meeting will be available for inspection prior to the meeting at the Customer Service Centre, Renfrewshire House, Cotton Street, Paisley and online

at <http://renfrewshire.cmis.uk.com/renfrewshire/CouncilandBoards.aspx>

For further information, please either email

[democratic-services@renfrewshire.gov.uk](mailto:democratic-services@renfrewshire.gov.uk) or telephone 0141 487 1117.

## **Apologies**

Apologies from members.

## **Declarations of Interest**

Members are asked to declare an interest in any item(s) on the agenda and to provide a brief explanation of the nature of the interest.

## **Finance**

### **1      Revenue & Capital Budget Monitoring Report      1 - 6**

Joint report by the Chief Executive and Director of Finance and Resources.

## **Climate Change**

### **2      Net Zero Renfrewshire      7 - 18**

Report by Chief Executive.

## **Development Management & Policy**

### **3      Renfrewshire Planning Performance Framework Feedback 2021/22      19 - 28**

Report by Chief Executive.

### **4      Update on National Planning Framework 4      29 - 32**

Report by Chief Executive.

### **5      Tree Preservation Order Requests      33 - 40**

Report by Chief Executive.

<b>6</b>	<b>Site Development Briefs – Thriplee Road, Bridge of Weir and Auchenlodment Road, Elderslie</b>	<b>41 - 54</b>
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Report by Chief Executive.

## **Planning Applications**

Members must deal with planning applications in an objective manner to ensure that they cannot be challenged with accusations of bias or predetermination. Votes on planning applications must be seen to be impartial and not influenced by party political issues.

<b>7(a)</b>	<b>21/1520/PP: Erection of Waste Tyre and Rubber Recycling and Processing Plant (Use Class 5, General Industry) with ancillary office and staff welfare facilities and associated access, parking, landscape, and infrastructure proposals at 2 Lyon Road, Linwood, Paisley, PA3 3BQ by SSH Recycling Ltd</b>	<b>55 - 66</b>
<b>7(b)</b>	<b>22/0363/PP: Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works at Site Linking Inchinnan Road and Harbour Road With Abercorn Street, Paisley by Renfrewshire Council</b>	<b>67 - 82</b>
<b>7(c)</b>	<b>22/0582/PP: Erection of Solar Park and associated infrastructure including substations, boundary fencing and access tracks at Site Between Nether Southbar and East Fulwood, Greenock Road, Inchinna by Mactaggart &amp; Mickel Investments Limited</b>	<b>83 - 102</b>
<b>7(d)</b>	<b>22/0696/TP: Removal of ten mature trees and approximately 50 smaller trees / saplings to facilitate construction of drainage line at Clyde Waterfront and Renfrew Riverside Infrastructure Project, Meadowside Street, Renfrew by Mr Alister Milne Graham Construction</b>	<b>103 - 110</b>
<b>7(e)</b>	<b>22/0740/LB: Demolition of Kelvin House, Marshall's Lane, Paisley, PA1 1UX by Renfrewshire Council</b>	<b>111 - 120</b>
<b>7(f)</b>	<b>22/0741/CA: Demolition of former depot building, Marshall's Lane, Paisley by Renfrewshire Council</b>	<b>121 - 126</b>

7(g)	<b>22/0078/PP: Erection of 10 detached dwellinghouses with associated access, parking and landscaping at Former Carsewood Home, Hillfoot Drive, Howwood, Johnstone by SIM Building Group &amp; A S Homes (Scotland) Ltd</b>	<b>127 - 138</b>
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**To:** Planning and Climate Change Policy Board

**On:** 24 January 2023

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**Report by:** Chief Executive and Director of Finance and Resources

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**Heading:** Revenue and Capital Budget Monitoring as at 11 November 2022

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## 1. Summary of Financial Position

- 1.1. The projected revenue outturn at 31 March 2023 for those services reporting to the Planning and Climate Change Policy Board is a breakeven position.
- 1.2. There are no capital projects reporting to the Planning and Climate Change Policy Board.
- 1.3. This is summarised in the table below and further analysis is provided in the Appendices.

Division	Revised Annual Budget £000	Projected Annual Outturn £000	Budget Variance (Adv) / Fav £000	Budget Variance %
Planning Services	511	511	0	0.0

## 2. Recommendations

- 2.1. Members are requested to:
  - (a) Note the projected Revenue outturn position detailed in Table 1 above; and
  - (b) Note the budget adjustments detailed at section 4.

### **3. Revenue**

- 3.1. The Revenue Budget Monitoring report at Appendix 1 identifies a projected breakeven position for all services reporting to this Policy Board. Detailed division service reports can also be found here, together with an explanation of any significant projected variances.
- 3.2. The projected outturn is based on information currently available, and assumptions made by service budget holders. Any changes to these projections will be detailed in future reports to the Board.
- 3.3. The main reasons for the projected outturn position are indicated below the tables showing both the subjective analysis (what the budget is spent on) and the objective analysis (which division is spending the budget).
- 3.4. The projected breakeven position, a shift from the previously reported £0.150m overspend, reflects an improvement in the estimated level of receipts to be generated in the period to 31 March 2023. Trends will continue to be monitored due to the current economic and financial climate. Employee costs are being contained within existing resources across the service.

### **4. Revenue Budget Adjustments**

- 4.1. There have been no budget adjustments processed since the previous report to board.

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### **Implications of this report**

1. **Financial** – The projected budget outturn position for the revenue budget reported to the Planning and Climate Change Board is breakeven. Income and expenditure will continue to be monitored closely for the rest of the financial year and, where necessary, steps will be taken to mitigate any overspend.

Any changes to current projections in Revenue budgets will be reported to the board as early as possible, along with an explanation for the movement.

2. **HR and Organisational Development**  
None directly arising from this report.
3. **Community/Council Planning**  
None directly arising from this report.
4. **Legal**  
None directly arising from this report.



5. **Property/Assets**  
None directly arising from this report.
6. **Information Technology**  
None directly arising from this report.
7. **Equality and Human Rights**  
The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because for example it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health and Safety**  
None directly arising from this report.
9. **Procurement**  
None directly arising from this report.
10. **Risk**  
The potential risk that the Council will overspend its approved budgets for the year will be managed at a Council-wide level by the Chief Executive and Directors.
11. **Privacy Impact**  
None directly arising from this report.
12. **Cosla Policy Position**  
N/a.
13. **Climate Risk**  
None directly arising from this report.

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**List of Background Papers**

None

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**Author:** Valerie Howie (Revenue)

**RENFREWSHIRE COUNCIL**  
**REVENUE BUDGET MONITORING STATEMENT 2022/23**  
**1 April 2022 to 11 November 2022**

**POLICY BOARD : PLANNING SERVICES**

Objective Summary	Approved Annual Budget at Period 6	Budget Adjustments	Revised Annual Budget at Period 8	Projected Outturn	Budget Variance (Adverse) or Favourable		Previous Projected Outturn Variance	Movement
	£000	£000	£000	£000	£000	%	£000	£000
Planning Strategy & Place	541	0	541	517	24	4.4%	40	(16)
Development Management	156	0	156	129	27	17.3%	(84)	111
Building Standards	(186)	0	(186)	(135)	(51)	(27.4%)	(106)	55
<b>NET EXPENDITURE</b>	<b>511</b>	<b>0</b>	<b>511</b>	<b>511</b>	<b>0</b>	<b>0.0%</b>	<b>(150)</b>	<b>150</b>

Objective Heading	Key Reasons for Projected Variance
Planning Strategy & Place	The projected underspend relates to in year vacancies.
Development Management	The projected underspend relates to in year vacancies.
Building Standards	The projected overspend relates to staffing costs where vacancies are filled as they arise to maintain service provision meaning turnover targets are not being achieved.

**RENFREWSHIRE COUNCIL**  
**REVENUE BUDGET MONITORING STATEMENT 2022/23**  
**1 April 2022 to 11 November 2022**

**POLICY BOARD : PLANNING SERVICES**

Subjective Summary	Approved Annual Budget at Period 6	Budget Adjustments	Revised Annual Budget at Period 8	Projected Outturn	Budget Variance (Adverse) or Favourable		Previous Projected Outturn Variance	Movement
	£000	£000	£000	£000	£000	%	£000	£000
Employees	1,384	(0)	1,384	1,384	0	0.0%	(28)	28
Premises Related	1	0	1	1	0	0.0%	0	0
Transport Related	15	0	15	15	0	0.0%	0	0
Supplies and Services	161	0	161	161	0	0.0%	0	0
Third Party Payments	0	0	0	0	0	0.0%	0	0
Transfer Payments	101	0	101	101	0	0.0%	0	0
Support Services	317	0	317	317	0	0.0%	0	0
Depreciation and Impairment Losses	0	0	0	0	0	0.0%	0	0
<b>GROSS EXPENDITURE</b>	<b>1,979</b>	<b>(0)</b>	<b>1,979</b>	<b>1,979</b>	<b>0</b>	<b>0.0%</b>	<b>(28)</b>	<b>28</b>
Income	(1,468)	0	(1,468)	(1,468)	0	0.0%	(122)	122
<b>NET EXPENDITURE</b>	<b>511</b>	<b>(0)</b>	<b>511</b>	<b>511</b>	<b>0</b>	<b>0.0%</b>	<b>(150)</b>	<b>150</b>





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**To: Planning and Climate Change Policy Board**

**On: 24 January 2023**

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**Report by: Chief Executive**

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**Heading: Net Zero Renfrewshire**

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## **1. Summary**

- 1.1 Renfrewshire Council declared a climate emergency in June 2019 and approved the Plan for Net Zero in August 2022, which committed to working towards net zero by 2030 for both the Renfrewshire area as a whole and Renfrewshire Council as an organisation.
- 1.2 This target places Renfrewshire 15 years ahead of the national target (as set out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which commits Scotland to become net zero by 2045); and 20 years ahead of the UK Government target of net zero by 2050.
- 1.3 Renfrewshire's Plan for Net Zero is Council-led but is for the whole of Renfrewshire. In terms of achieving net zero, it must be recognised that the scale of the challenge for Renfrewshire as an area and the Council as an organisation is significant. Renfrewshire Council makes up around 2.5% of the area's total emissions, but around 33% of area-wide emissions are from sectors that can be directly shaped or influenced by council policy or partnerships, including waste and recycling services; land use and planning policies; and transport strategies.
- 1.4 At the Planning and Climate Change Policy Board on 1<sup>st</sup> November 2022, it was requested that a report be submitted to the January Policy Board detailing the challenges and actions required in terms of the approved Renfrewshire Plan for Net Zero should the local target for net zero be revised from 2030 to 2025.
- 1.5 The purpose of this report is to outline the background of the approach taken to date; the milestones to progress towards net zero; and what might be involved if the net zero target date were to be changed.

- 1.6 Based on the information currently available, it is recommended that the Council continues to work with partners to deliver on the current 2030 target, which remains very ambitious and significantly ahead of the Scottish and UK targets. Whilst there is significant commitment and focus within the Council and across Renfrewshire, the report notes that the resource and financial capacity required to deliver on a 2025 target would not be possible at this time.
- 1.7 As noted within the report, during 2023, officers will bring forward costed delivery plans for key priority areas that must be targeted to reduce carbon emissions, which elected members will be able to assess and make investment decisions in relation to. At all stages throughout the delivery of the Net Zero Plan, officers will look to identify opportunities with partners to accelerate progress wherever possible within the resources and capacity available.

## **2. Recommendations**

- 2.1 Members of the Planning and Climate Change Policy Board are requested to:
- note the background and milestones to Renfrewshire's 2030 net zero target and what might be involved if this target were to be changed;
  - note the recommendation at Section 1.6 from officers that the 2030 target should remain and continue to be progressed as a priority by all partners in Renfrewshire; and
  - note that regular updates will be provided to the Board on the further development of the Plan for Net Zero; its ongoing implementation; and the identification of opportunities to accelerate action across different themes and work programmes.

## **3. Background: Scottish Local Authorities' Current Position**

- 3.1 The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 committed Scotland to become net zero by 2045, with the Public Bodies Climate Change Reporting Duties placing a legal requirement on public bodies to set target dates for zero direct emissions and indirect emission reductions; to report on how spending and resources will contribute to these targets; and to report on the body's contribution to Scotland's Climate Change Adaptation Programme.
- 3.2 26 Scottish councils have net zero targets for their own emissions. 10 councils have set organisational net zero targets ahead of the Scotland-wide target of 2045:
- City of Edinburgh, East Ayrshire, Falkirk, Glasgow City, Midlothian, Moray, North Ayrshire and North Lanarkshire have a 2030 organisational net zero target (in line with Renfrewshire's target of working towards net zero by 2030)
  - Stirling Council has an organisational target of 2035, and Clackmannanshire an organisational target of 2040 for net zero emissions
- 3.3 There are no specific legal requirements for councils to set area-wide net zero targets. Of the 32 Scottish local authorities, 17 have set area-wide net zero emissions targets, with only 6 setting net zero area-wide targets ahead of the Scotland-wide 2045 target:

- Dumfries and Galloway Council has an area-wide net zero target of 2025
  - City of Edinburgh, Glasgow City, North Ayrshire and North Lanarkshire have a 2030 target (in line with Renfrewshire's target of working towards net zero by 2030)
- 3.4 9 councils have set organisational targets only and do not currently have an area-wide emissions target.
- 3.5 Although this progress has been achieved in terms of setting targets, not all Councils have yet established a route map or investment plan for achieving the agreed net zero targets. An evidence based approach to working towards the 2030 target is being progressed in Renfrewshire, with further information on the Renfrewshire approach set out in Section 4.

## **4. The Approach to Developing the Plan for Net Zero**

- 4.1 Renfrewshire Council has shown leadership at both a strategic level and operational level to be a driver of change - declaring a climate emergency in June 2019 and approving the Plan for Net Zero in August 2022, committing to working towards net zero by 2030 for both the Renfrewshire area as a whole and Renfrewshire Council as an organisation.
- 4.2 This target places Renfrewshire 15 years ahead of the national target (as set out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which commits Scotland to become net zero by 2045); and 20 years ahead of the UK Government target of net zero by 2050.
- 4.3 Following the declaration of a climate emergency, strong governance was established to lead by example and take action to tackle climate change - including a cross-Party working group; establishing a Climate Change Sub-Committee, now the Planning and Climate Change Policy Board; and committing £1million to a Climate Change Action Fund to support innovative climate projects and initiatives across Renfrewshire, building on transformative projects that the Council has already delivered across our operations.

### **Stakeholder Engagement**

- 4.4 Renfrewshire's Plan for Net Zero is Council-led but is for the whole Renfrewshire area. Moving towards net zero will transform our communities, our economy and how we deliver our services, therefore it was recognised that engagement is key to ensure all voices are heard. A key element of the development of the Net Zero Plan has been the grassroots approach – gathering different views and ideas across stakeholders to identify and prioritise key areas for action and ensure everyone can participate in the design and delivery of our transition to net zero; and using local knowledge and voices to ensure solutions are tailored to address different needs across different areas and that no one and no place is left behind.
- 4.5 Collaboration and partnership working across all stakeholders will ensure that we maximise the opportunities that arise over time from our transition to net zero,

ensuring benefits are shared equitably to create a greener, fairer, sustainable way of life for all our citizens, communities and local businesses. Through the development of the Plan for Net Zero, we have been expanding networks with community planning partners and local organisations, as well as other local authorities, public bodies and the private sector in order to share knowledge and best practice.

- 4.6 Extensive engagement was undertaken based on the 2030 target (a target already ahead of the majority of our community planning partners' net zero targets). A change to the 2030 target, would require a further extensive programme of engagement with all stakeholders to be undertaken, shifting the focus back from implementation to a development phase.

## **Evidence Base**

- 4.7 A robust evidence base was key for the Plan for Net Zero as a foundation to build on. Officers worked with external technical consultants to baseline emissions for Renfrewshire Council as an organisation as well as the Renfrewshire area as a whole. This showed where we had started from (using 2014/15 as our baseline); where we are now; and a best case and worst case trajectory of our emissions to 2030 for both the Council and the area as a whole.
- 4.8 The development of a local carbon emissions baseline:
- is a valuable engagement tool to discuss with stakeholders to stimulate action and encourage partnership working and collaboration and allowing all stakeholders to understand the scale of the ambition;
  - enables identification and prioritisation of targeted actions and opportunities across key sectors to reduce emissions in order to reach net zero;
  - allows our progress towards net zero emissions to be monitored and reported in an open and transparent way.
- 4.9 The baselining work also produced a modelling tool that can be updated to report progress to net zero – so this work is not just a snapshot in time, but a live monitoring tool that can be updated as projects are proposed; national targets and policies are updated; and/or data sets are improved and updated; and can be used to run scenarios to model emissions impacts of proposed projects and interventions.
- 4.10 The emissions modelling of a best case 'tailwind' scenario trajectory to 2030 outlined 406ktCO<sub>2</sub>e<sup>1</sup> emissions remaining, which would need to be offset annually in order to reach net zero (see section 6: Offsetting). If the net zero target was brought forward to 2025 for the Renfrewshire area, the modelling tool shows that around 634ktCO<sub>2</sub>e of residual emissions would remain annually under a best case scenario.
- 4.11 For context, 1 hectare of trees is estimated to capture around 430 tonnes of carbon across its lifespan. This means that to offset 634ktCO<sub>2</sub>e approximately 1,474 hectares of land would be required to offset emissions in 2025 to reach net zero. 1,474 hectares is around 5.6% of Renfrewshire's total area. Additional land would be required in subsequent years to offset emissions at this level if sufficient emissions reduction activities were not being undertaken towards net zero.

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<sup>1</sup> CO<sub>2</sub>e (carbon dioxide equivalent) measures emissions from various greenhouse gases by converting to CO<sub>2</sub> on the basis of global warming potential



## **5. The Challenges and Opportunities of Net Zero**

- 5.1 Renfrewshire's Plan for Net Zero outlines 5 themes, with key outcomes to be achieved against each theme. The core principle at the heart of the Plan, is for the Council to act as a driver or catalyst for change, to lead by example and maximise the opportunities of a just transition to net zero - integrating climate action into the Council's financial planning, decision making and existing activities and embedding climate considerations across all that we do in a way that ensures continued delivery of high quality public services and closely aligns with our ambitions for Renfrewshire.
- 5.2 In terms of achieving net zero, the scale of the challenge for Renfrewshire as an area and the Council as an organisation is significant. Renfrewshire Council makes up around 2.5% of the area's total emissions. However, council leadership is critical as around 33% of area-wide emissions are from sectors that can be directly shaped or influenced by council policy or partnerships, including waste and recycling services; land use and planning policies; and transport strategies.
- 5.3 Many of the levers required to meet this challenge head on are not directly controlled by local authorities and will need to be activated by government, possibly through legislation. The Council would be unable to solely deliver or fund all of the projects and interventions required to reach net zero, and so will require collaboration and commitment from all stakeholders in order to succeed. There are recognised challenges in the next phase of the journey to net zero but, by working collectively with all stakeholders, many of the challenges also bring opportunities through a managed, phased and just transition.
- 5.4 When considering bringing forward the net zero target from 2030 to 2025, elected members are advised that a number of challenges already identified as part of the 2030 Plan, would be exacerbated and would require to be dealt with over a much shorter period, at potentially greater cost to the organisation.

### **Resourcing and Capacity**

- 5.5 Substantial investment at a local and national level will be required alongside the successful rollout of enabling activities within national programmes such as transport infrastructure. The capital investment to support the scale of change required is a significant challenge, particularly just as many organisations are recovering from the pandemic – but this also brings opportunities to design better systems and explore innovative commercial delivery models to optimise benefits, including community ownership; increased partnership working; and signposting residents and businesses to advice and support schemes, including financial support in order to ensure that the benefits from a just transition, such as warm homes and alleviation of fuel poverty are distributed equitably. At a national level some level of investment funding is available, however moving at pace to deliver the Net Zero Plan by 2025, would reduce the scope for the Council to bid for future funding, with much of the investment being required to be met from the Council's own resources.
- 5.6 Developing a carbon budget for Renfrewshire Council will identify emissions by service area and improve our understanding of how our emissions relate to the services we provide and how we need to adapt in order to reduce emissions while

delivering the same high quality local services. Delivering the carbon budget alongside the financial budget annually will align investment and resource deployment to keep us on track as an organisation to meet our net zero target.

- 5.7 The scale of transformation to deliver the required infrastructure brings a need to address identified skills gaps. Investment in upskilling and reskilling of local workers in areas of skills gaps or demand offers sustainable career paths and ensures that local communities and businesses benefit from the opportunities and infrastructure delivery in the transition to net zero, and that capacity is addressed in the local workforce, manufacturing and supply chains. This brings increased sustainable employment opportunities and local job creation; increased local investment; and can result in community wealth building across all aspects of the transition, e.g. installation, manufacturing, construction, engineering, project management, maintenance, tree planting and land management. As highlighted above, the scale and pace of transformation required to deliver on a 2025 target is unlikely to be deliverable, notwithstanding much of the technology required to deliver net zero is emerging and may remain more costly until it can be delivered at scale.
- 5.8 The next phase of the Plan for Net Zero will produce a detailed phased road map, broken down into clear annual phasing and interim targets for each year alongside costed phased delivery plans which quantify multiple outcomes (including those that cannot be monetised, such as fuel poverty alleviation and local job creation). These will aid communication with our stakeholders and identify partnership working opportunities and maximise on-the-shelf projects when large-scale funding opportunities arise.
- 5.9 Producing a long-term, phased pipeline of projects will maximise local benefits through linking with skills transition and local employment opportunities ahead of time and identify skills gaps, shortages and requirements, including local opportunities in supply chain and manufacturing to be identified. Working with colleges, schools, universities and training providers will ensure training opportunities exist for the stable, sustainable quality jobs that will be created and ensure reskilling and upskilling opportunities are supported in Renfrewshire.
- 5.10 Overall a net zero target of 2025 would leave just 3 years to deliver the scale of change and levels of infrastructure required. This timescale would be unable to be met through emissions reductions and local offsetting alone as set out currently in the Plan for Net Zero and would require finances to be diverted to alternative offsetting activities.

### **Stakeholder Engagement and Behaviour Change**

- 5.11 The Climate Change Committee (CCC) has estimated that over 60% of measures needed to reach net zero emissions will require some degree of behavioural or societal change. Councils have a role as community leaders to encourage shifts in behaviours, but enabling change requires infrastructure and investment. It should also be recognised that residents and organisations within our communities are all at different stages of the journey and we need to bring everyone with us in order to maximise the opportunities and benefits of the transition to net zero.

- 5.12 The Plan for Net Zero acknowledges the Council's leadership role, setting out clear actions the Council would take to lead and enable change under each of the 5 themes of the Plan: clean energy; sustainable transport; circular economy; connected communities; and resilient place. This included actions such as generating the equivalent of 100% of our power requirements by 2030; removing the need for new petrol and diesel light commercial vehicles in the Council fleet by 2025; embedding community wealth building into our procurement practices; and producing a proposed pipeline of our major infrastructure projects in order to link with skills transition and local employment opportunities; encourage investment in local areas; and enable local supply chain and manufacturing opportunities to be identified.
- 5.13 As well as mitigation (reducing emissions), interventions within the Plan for Net Zero aim to address adaptation - resilience of our communities, buildings and critical infrastructure to local impacts of climate change, such as increased flooding; heatwaves; and more frequent severe weather events.
- 5.14 This approach of leading by example and knowledge sharing through partnership working, will enable replication to scale of projects and interventions across sectors to reach the net zero target through collective action that brings wider benefits, including cleaner air; affordable energy; improved health and wellbeing and social outcomes; and local areas being safer, more attractive places to spend time in.

## **6. Offsetting Residual Emissions**

- 6.1 Net zero means reducing our greenhouse gases to as close to zero as possible and locking up the remaining balance through nature and mechanical carbon capture and storage schemes, so the balance of our emissions is zero. In order to reach net zero, residual emissions (i.e. those that we have not been able to remove) would need to be offset for each year that emissions remain above net zero after the target date.
- 6.2 Many organisations globally have identified voluntary carbon offsetting (or purchase of carbon credits) as a means to reach net zero. However, there is a financial cost if a decision was taken to purchase carbon credits to offset residual emissions, e.g. currently Woodland Carbon Code verified carbon credits are between £10 and £20/tonne of carbon. If the net zero target was brought forward to 2025, it is extremely unlikely that the Council and local stakeholders would not be able to commit time, capacity, capability, investment or resourcing to deliver the infrastructure required to reach net zero by 2025. This would potentially leave the purchase of carbon credits as the only option to meet net zero and would require diverting investment from local projects and interventions and the loss of associated local benefits to communities.
- 6.3 The Climate Change Committee (CCC) highlights that the use of carbon credits risks disincentivising emissions reductions. The CCC also notes concerns around the quality and accuracy of carbon credits. As such, the overarching CCC recommendation is that direct emissions reductions and those within our supply chains should be prioritised, with carbon credits having a limited role and being used as a last resort.

- 6.4 The CCC guidance also outlines actions relevant to mainstream business that should 'definitely be done' before considering carbon credits in the 2020s and that should almost always be done before considering carbon credits (see appendix 1).
- 6.5 The Plan for Net Zero states that local carbon offsetting will be used to compensate for residual emissions and that we will maximise the carbon absorption potential of our natural environment through activities such as peatbog restoration; tree planting; and improved land practices; and that as a Council we will carry out an inventory of all Council land and assets to explore how we can store more carbon on our land than we produce. This aligns with Scottish Government's default position that targets are to be met through domestic action, without the use of international offset credits. It is worth noting that carbon removal from offset projects outwith Scotland do not count towards Scotland's national targets.
- 6.6 Renfrewshire's Plan for Net Zero acknowledges that there will always be some residual emissions which cannot be eliminated (e.g. those associated with anaesthetics and medicine). The Plan for Net Zero currently aligns with the CCC recommendations to reduce emissions as low as possible as a priority, with local offsetting as a last resort. At the November 2022 Planning and Climate Change Policy Board, it was agreed that maximum levels of offsetting for Renfrewshire would be set out in order to not over-rely on offsetting as a means to meet our net zero targets, in line with Audit Scotland guidance.

## **7. Next steps**

- 7.1 The next phase of the plan and associated programme of work as it is currently set out has a focus on delivery – accelerating the work that is already in progress and ensuring that net zero carbon ambitions are a core part of everything that we and partners do in Renfrewshire to optimise local benefits. As outlined within the paper, although there is an ongoing need to be as ambitious as possible in relation to local net zero ambitions, the current evidence available to officers indicates that a 2025 target would not be possible to deliver at a local level.
- 7.2 Officers will continue to cross-reference national guidance and best practice to identify areas that could potentially be strengthened to enhance progress and support decision-making which will help us in our goal of working towards net zero emissions in an open and transparent way.
- 7.3 The tools that we have developed during Phase 1 of the Plan for Net Zero, combined with increased partnership working and ongoing stakeholder engagement, and the outcomes from the phased road map and quantified delivery plans from Phase 2, would enable identification of areas and work programmes where targets can be accelerated as funding, technology and collaborative opportunities allow.
- 7.4 Officers will continue to develop the phased road map and costed delivery plans while continuing to deliver projects and identify funding opportunities. The emissions modelling tool will be used to run scenarios ahead of project implementation to

identify opportunities to accelerate action and will be updated as projects are implemented by all stakeholders and reported annually in order to track progress.

- 7.5 Updates will be provided to the Board on the ongoing implementation and progress of the Plan for Net Zero, including the identification of opportunities to accelerate action across different themes and work programmes.

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## Implications of the Report

1. **Financial** – delivering the Plan for Net Zero will have resource implications for the Council and includes a commitment to working collaboratively to ensure best value for our approach. The full extent of the resource implications will be established during Phase 2 of the Plan.
2. **HR & Organisational Development** – the Plan for Net Zero links closely with our OD and workforce planning to ensure our people have the skills and tools required to do their job in the best possible way.
3. **Community/Council Planning** – the Plan for Net Zero includes updates and further proposals to support engagement and collaboration with local businesses, partners and communities on the climate emergency agenda and highlights the continued activities which support the key priorities set out in the Council and Community Plans to tackle inequality and widen opportunity.
4. **Legal** - the Plan for Net Zero has no significant legal implications, however future actions may have some level of implication.
5. **Property/Assets** - the Plan for Net Zero may have significant implications for property and assets given the nature of the work involved.
6. **Information Technology** – none.
7. **Equality and Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website. In addition, social justice and reducing inequalities is at the core of the Plan for Net Zero and one of its overarching outcomes.
8. **Health and Safety** – none.
9. **Procurement** – the Plan for Net Zero has significant procurement implications given the nature of the work involved.
10. **Risk** – The climate emergency brings a risk to Council and its communities in relation to increased extreme weather as well as food insecurity. The Plan for Net Zero has a focus on both mitigation and adaptation and has social justice at its core to ensure a just transition so no one is left behind and no one is disadvantaged in the transition to net zero. The Plan for Net Zero has key focus areas outlining actions the Council can take to support and enable those most disadvantaged. A key risk is that the Council is not in control of all of the levers, and cannot deliver everything required in isolation, so there is a risk that others do not contribute to meet the net zero target.
11. **Privacy Impact** – none.
12. **COSLA Policy Position** – this work aligns with COSLA's current work alongside the Scottish Government in response to the climate emergency.

13. **Climate Risk** – this report details work being undertaken and progress made by Renfrewshire Council in response to the climate emergency.
- 

**List of Background Papers:**

Renfrewshire's Plan for Net Zero, 23 August 2022, Planning and Climate Change Policy Board  
Scotland's Councils' Approach to Addressing Climate Change: Audit Scotland Briefing, 1 November 2022

**Author:** Roz Smith, Climate Emergency Lead Officer  
Chief Executive's Service

## Appendix 1 – CCC Recommended Actions for Mainstream Businesses to Prioritise Before Considering Voluntary Purchase of Carbon Credits

Actions that should definitely be prioritised (2020s)	Actions that should be considered (2020s), unless compelling technical/financial constraints
Switching car fleets to electric vehicles	Switch van fleets to electric vehicles (where there is off-street parking available)
Incentivise employee travel towards walking, cycling and public transport	Use green delivery and haulage services, like rail freight and green services like e-cargo bikes and electric delivery vans. Use logistics/consolidation to reduce volume
Encourage reduction of lamb, beef and dairy from employee diets, and set example through canteen provision and hospitality	Provide charge points for EVs for business fleets and citizens
Replace all air travel with alternatives (e.g. trains or video conferencing) where alternatives are available	Short-term: use sustainable biofuels in HGVs
Ensure all electricity consumption is low carbon, either on-site or directly procured to create new low carbon generation	Choose shipping solutions/ports with high fuel efficiency and ambitious plans/investments in electrification, low-carbon ammonia and/or hydrogen
For building owners: Invest in building energy efficiency measures e.g. energy systems management, behaviour change and building fabric insulation to reduce energy consumption. EPC B should be achieved wherever it is cost effective and practical to do so	Where owns land: support increased afforestation and peatland restoration
For buildings off the gas grid: replace fossil fuel heating systems with a low carbon alternative, from 2024	Procure waste management services which provide separate collections for recycling and food waste, with no waste to landfill and focus on recycling plastics
When commissioning new buildings, ensure they are built to be ultra-energy efficient and to rely on low carbon heating only from 2025	Incentivise / enable consumers to share and use products for longer and to avoid disposable items
Increasingly move away from fossil fuel use and production, and towards low carbon energy	For larger businesses: consider using procurement models or tariffs which specify creation of new electricity generation, e.g. power purchase agreements. (100% renewable tariffs do not have additionality so are not a substitute for PPAs)
Encourage more efficient end-user consumption and disposal of manufactured products. For example, increase product durability and longevity, and encourage customers to recycle and re-use goods, including through making products and packaging easier to recycle and repair	Audit electricity use and reduce electricity consumption through investment in efficient appliance, energy systems management and building occupant behaviour change
Make more efficient use of resources in production, including through light-weighting products and packaging, reducing material inputs, and material substitution for more efficient materials	Businesses who produce/sell products or are in construction: Adopt circular economy strategies to prevent waste by reducing excess use of materials (e.g. packaging), and designing in repair, recyclability, and extended use
For building renters/leasers: Invest in energy systems management and promote behaviour change to reduce energy demand. Engage with the landlord to advocate for investment in building fabric insulation to bring building up to EPC B wherever it is cost effective and practical to do so	Replace gas boiler at end of lifetime to a low-carbon alternative, e.g. heat pump, low carbon heat network, or hydrogen boiler. (Exception: this may be challenging when it is not yet clear if the area will be prioritised for district heating or hydrogen or if leasing the property)
<b>Actions that should definitely be prioritised (2030s)</b>	
Finalise any outstanding energy efficiency measures in buildings by early 2030s	
For buildings with gas boilers: replace the boiler at end of lifetime with a low carbon alternative	







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**To: Planning and Climate Change Policy Board**

**On: 24 January 2023**

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**Report by: Chief Executive**

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**Heading: Renfrewshire Planning Performance Framework Feedback 2021/22**

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## **1. Summary**

- 1.1 The purpose of this report is to inform the board of the feedback report from the Minister for Public Finance, Planning and Community Wealth in relation to Renfrewshire's Planning Performance Framework 2021/22 as set out in Appendix 1.
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## **2. Recommendations**

- 2.1 It is recommended that the Board:
- (i) Notes the positive feedback report on Renfrewshire's Planning Performance Framework 2021/22.
- 

## **3. Background**

- 3.1 A system of performance management has been established between local authorities and the Scottish Government, whereby every planning authority is asked to produce an annual planning performance framework.
- 3.2 The framework was developed by the Heads of Planning Scotland to capture and highlight a balanced measurement of planning performance, showing commitment to the following areas:
- Speed of decision making;
  - Qualitative analysis, providing case studies to demonstrate the years planning performance;
  - Delivery and implementation of good quality development and design;

- Communication, consultation and engagement with our communities and stakeholders;
- The added value that planning makes in decision making;
- How policies and guidance have shaped developments;
- Use of project management in planning.

#### **4. Feedback Report for Renfrewshire Planning Performance Framework 2021/22**

- 4.1 It was the 11<sup>th</sup> year of reporting planning performance. This year Renfrewshire Council have received a very positive feedback report on Renfrewshire's Planning Performance Framework, with all areas of the assessment awarded green for achieving the required level of performance in each area of review.
- 4.2 The planning performance framework demonstrates that Renfrewshire Council is committed to continuous improvement in the service it provides in its role as a local planning authority.

#### **5. Next Steps**

- 5.1 Planning will work with members, other council services and stakeholders in the preparation and shaping of the next Renfrewshire Council's Planning Performance Framework 2022/23 which is anticipated will be reported to the Board in August 2023.
- 5.2 During 2023, the Planning (Scotland) Act 2019 will continue to be implemented along with the wider reforms of the planning system and significant changes to planning regulations, guidance and practice which includes new duties on planning authorities. As part of these wider reforms the Scottish Government will introduce mandatory training for elected members in the planning system. Training of elected members in planning has already commenced at Renfrewshire Council and this will continue throughout the year with various training sessions being organised.
- 5.3 Notwithstanding the positive results outlined above, it is significant to note that recruitment of suitably qualified planning officers remains a challenge for all authorities across Scotland. We are currently carrying three vacancies within a team of eight dealing with planning applications (and related matters), and we are hopeful of successfully recruiting to fill the vacant positions in the coming months. However, the challenges faced are likely to impact the authority's performance in the short term.

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#### **Implications of the Report**

1. **Financial** – The extent and details of the additional duties in the newly published National Planning Framework 4 (Jan 2023) are still to be confirmed.
2. **HR & Organisational Development** – None.

3. **Community/Council Planning** – None.
  4. **Legal** – None.
  5. **Property/Assets** – None.
  6. **Information Technology** – None.
  7. **Equality & Human Rights** -
    - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
  8. **Health & Safety** – None.
  9. **Procurement** – None.
  10. **Risk** – None.
  11. **Privacy Impact** – None.
  12. **COSLA Policy Position** - None.
  13. **Climate Risk** – None.
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**Appendix 1** - Feedback Report from the Scottish Government on Renfrewshire Planning Performance 2021/22.

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Allan Russell  
Chief Executive  
Renfrewshire Council

22 December 2022

Dear Allan Russell

I am pleased to enclose feedback on your authority's eleventh Planning Performance Framework (PPF) Report, for the period April 2021 to March 2022.

The reporting period which these reports cover has continued to present challenges for people working within planning, in the development sector and across Scotland's communities.

Ensuring the system is appropriately resourced is key to improving the performance of planning, which is why in April I implemented the biggest change to planning fees in 8 years, with fees for most types of development increasing by between 25% and 50%. At the time I said I would expect to see this additional money invested in delivering improvements in Planning Services. It is too early to know whether that has occurred, however, I have heard positive feedback from some authorities who have managed to recruit or retain staff as a result of the additional income. I also committed to working with Heads of Planning and COSLA to identify how we could move planning fees closer to covering the full cost of their determination. That work is ongoing and I expect to receive some conclusions/recommendations early in the new year.

I am also encouraged to see the fees for applications made under the Electricity Act also increasing on 13<sup>th</sup> December and the voluntary contribution of 50% of the fee, for certain types of application, being passed to planning authorities being maintained.

However, I recognise that resourcing is about more than just money and having a pipeline of knowledgeable and skilled planners is essential to delivering on our ambitions set out in NPF4. This is why I supported the RTP1 and Heads of Planning Scotland's Future Planners Project which looked at proposals to help increase the numbers of people entering the planning profession. We recognise the importance of delivering on this vision and the resourcing and skills challenges for planning authorities, which we are taking steps to address.

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

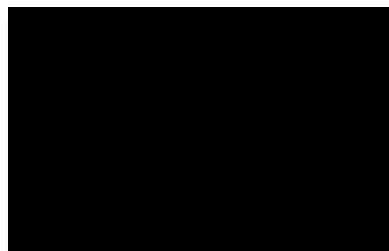


Work is also progressing on

- the introduction of mandatory training for elected members in the planning system;
- the implementation of statutory annual reports by planning authorities; and
- the appointment of a Planning Improvement Coordinator for Scotland.

Turning to the 2021-22 PPF reporting year, although, as expected, there have been some minor changes overall in the markings awarded, the figures indicate that performance has remained relatively stable. This is a testament to the hard work and flexibility of authorities during challenging times and I believe that overall, good progress continues to be made by Scotland's planning authorities.

If you would like to discuss any of the markings awarded below, please email [chief.planner@gov.scot](mailto:chief.planner@gov.scot) and a member of the team will be happy to discuss these with you.



**TOM ARTHUR**

**CC: David Love, Chief Planning Officer**

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

St Andrew's House, Regent Road, Edinburgh EH1 3DG  
[www.gov.scot](http://www.gov.scot)

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## PERFORMANCE MARKERS REPORT 2021-22

Name of planning authority: **Renfrewshire Council**

The High Level Group on Performance agreed a set of performance markers. We have assessed your report against those markers to give an indication of priority areas for improvement action. The high level group will monitor and evaluate how the key markers have been reported and the value which they have added.

The Red, Amber, Green ratings are based on the evidence provided within the PPF reports. Where no information or insufficient evidence has been provided, a 'red' marking has been allocated.

No.	Performance Marker	RAG rating	Comments
1	<b>Decision-making:</b> continuous reduction of average timescales for all development categories [Q1 - Q4]	Green	<p><b>Major Applications</b> Your average timescale of 17.7 weeks is faster than the previous year and faster than the Scottish average of 44.6 weeks. <b>RAG = Green</b></p> <p><b>Local (Non-Householder) Applications</b> Your average timescale of 10.5 weeks is slower than the previous year but faster than the Scottish average of 13.5 weeks. <b>RAG = Amber</b></p> <p><b>Householder Applications</b> Your average timescale of 7 weeks is marginally slower than last year but is faster than the Scottish average of 8.7 weeks and the statutory timescale. <b>RAG = Green</b></p> <p><b>Overall RAG = Green</b></p>
2	<b>Processing agreements:</b> <ul style="list-style-type: none"> <li>offer to all prospective applicants for major development planning applications; and</li> <li>availability publicised on website</li> </ul>	Green	<p>You encourage processing agreements for major or complex applications although take up is low. <b>RAG = Green</b></p> <p>Processing agreements are advertised on your website. <b>RAG = Green</b></p> <p><b>Overall RAG = Green</b></p>
3	<b>Early collaboration</b> with applicants and consultees <ul style="list-style-type: none"> <li>availability and promotion of pre-application discussions for all prospective applications; and</li> <li>clear and proportionate requests for supporting information</li> </ul>	Green	<p>You continue to provide a free pre-application advice service for prospective applicants, and uptake has remained relatively stable at 48%. You note that a majority of your applications are householder which do not require pre-application advice. <b>RAG = Green</b></p> <p>You ensure that all relevant parties are involved so that when applications are submitted all the relevant information is there to enable neighbours to understand the proposals. <b>RAG = Green</b></p> <p><b>Overall RAG = Green</b></p>

4	<b>Legal agreements:</b> conclude (or reconsider) applications after resolving to grant permission reducing number of live applications more than 6 months after resolution to grant (from last reporting period)	Green	You did not determine any applications subject to legal agreements without processing agreements during the reporting period. It is noted that you are considering developing a template for legal agreements in particular for housing developments.
5	<b>Enforcement charter</b> updated / re-published within last 2 years	Green	Your enforcement charter was 3 months old at the end of the reporting year.
6	<b>Continuous improvement:</b> <ul style="list-style-type: none"> <li>progress ambitious and relevant service improvement commitments identified through PPF report</li> </ul>	Green	You have completed 3 out of 5 of your improvement commitments with 2 remaining commitments to be continued over the next reporting year. You have identified a range of tangible improvement commitments for the coming year.
7	<b>Local development plan</b> less than 5 years since adoption	Green	Your LDP was 4 months old at the end of the reporting period.
8	<b>Development plan scheme</b> – next LDP: <ul style="list-style-type: none"> <li>project planned and expected to be delivered to planned timescale</li> </ul>	Green	Your LDP was recently adopted and therefore there is currently no new LDS prepared yet for the next LDP.
9 & 10	<b>LDP Engagement</b> <ul style="list-style-type: none"> <li>stakeholders including Elected Members, industry, agencies, the public and Scottish Government are engaged appropriately through all key stages of development plan preparation.</li> </ul>	N/A	
11	<b>Policy Advice</b> <ul style="list-style-type: none"> <li>Production of relevant and up to date policy advice</li> </ul>	Green	You have produced the Draft New Development Supplementary Guidance which was adopted alongside the new LDP.
12	<b>Corporate working across services</b> to improve outputs and services for customer benefit (for example: protocols; joined-up services; single contact arrangements; joint pre-application advice)	Green	You have provided evidence of a joined-up approach being taken across the authority in the preparation of your LDP, guidance and through Land Supply studies. You also participate in a number of corporate working groups including 'Placeshaping at Renfrewshire' which involves various housing and health service steering groups.
13	<b>Sharing good practice, skills and knowledge</b> between authorities	Green	You have provided a number of examples which demonstrate how you are sharing good practice including being part of the West of Scotland Benchmarking Group and Clydeplan Steering group.
14	<b>Stalled sites / legacy cases:</b> conclusion or withdrawal of old planning applications and reducing number of live applications more than one year old	Green	You stated that you cleared no cases during 2021/22 and had no legacy cases remaining. We however note that you had 1 legacy case remaining from the previous year.

15	<b>Developer contributions:</b> clear and proportionate expectations <ul style="list-style-type: none"> <li>• set out in development plan (and/or emerging plan); and</li> <li>• in pre-application discussions</li> </ul>	Green	<p>Your proposed plan and associated guidance sets out where developer contributions may be appropriate.  <b>RAG = Green</b></p> <p>You seek to discuss and investigate any potential measures to facilitate development early in the process with applicants and other stakeholders.  <b>RAG = Green</b></p> <p><b>Overall RAG = Green</b></p>
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**RENFREWSHIRE COUNCIL**  
**Performance against Key Markers**

Marker		13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
1	Decision making timescales									
2	Processing agreements									
3	Early collaboration									
4	Legal agreements									
5	Enforcement charter									
6	Continuous improvement									
7	Local development plan									
8	Development plan scheme									
9 & 10	LDP Engagement	N/A				N/A	N/A	N/A	N/A	N/A
11	Regular and proportionate advice to support applications									
12	Corporate working across services									
13	Sharing good practice, skills and knowledge									
14	Stalled sites/legacy cases									
15	Developer contributions									

**Overall Markings (total numbers for red, amber and green)**

<b>2012-13</b>	6	5	2
<b>2013-14</b>	1	9	3
<b>2014-15</b>	0	2	13
<b>2015-16</b>	0	3	12
<b>2016-17</b>	0	6	9
<b>2017-18</b>	0	3	10
<b>2018-19</b>	1	4	8
<b>2019-20</b>	1	2	10
<b>2020-21</b>	1	2	10
<b>2021-22</b>	0	0	13

**Decision Making Timescales (weeks)**

	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	2021-22 Scottish Average
Major Development	12.0	10.1	13.1	20.0	18.6	35.4	13.3	32.2	17.7	44.6
Local (Non-Householder) Development	8.7	8.3	9.4	9.8	10	8.9	7.4	8.0	10.5	13.5
Householder Development	6.9	7.2	7.9	7.6	7.6	6.9	6.1	6.9	7	8.7





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**To: Planning and Climate Change Policy Board**

**On: 24 January 2023**

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**Report by: Chief Executive**

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**Heading: Update on National Planning Framework 4**

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## **1. Summary**

- 1.1 Following the enactment of the Planning (Scotland) Act 2019, the Scottish Government is taking steps to successfully implement the Act and the wider reforms of the planning system.
  - 1.2 As part of the delivery of transforming planning, the Scottish Government published a draft National Planning Framework 4 (NPF4), which Renfrewshire Council provided a comprehensive response to in March 2022. A revised draft National Planning Framework 4 – A spatial plan for Scotland to 2045, was laid before the Scottish Parliament on the 8 November 2022.
  - 1.3 The Scottish Parliament had six weeks to scrutinise NPF4 and heard evidence from a range of stakeholders, groups and agencies on the final version of NPF4 to inform Parliament's consideration of it. The Scottish Parliament approved NPF4 on the 11 January 2023. The approved NPF4 document can be viewed on the [Scottish Government webpages](#).
  - 1.4 NPF4 is now subject to the formal development plan adoption process by the Scottish Ministers. On adoption the provisions of the Planning Act(s) will commence which will make NPF4 part of the statutory development plan which Renfrewshire Council will require to take into account as a material consideration in the preparation of the next Renfrewshire Local Development Plan and all planning applications.
  - 1.5 The Scottish Parliament and Scottish ministers have agreed to hold annual sessions on NPF4 to assess its implementation and impact.
-

## 2. Recommendations

### 2.1 It is recommended that the Board:

- (i) Notes the update and progress on the adoption of NPF4.
- 

## 3. Background to National Planning Framework 4

3.1 In 2020, work started on the preparation of NPF4 and Renfrewshire Council have continually tried to shape and be fully engaged in the process of the plan's preparation.

3.2 NPF4 sets out the Scottish Government's priorities and policies for the planning system up to 2045 and for the first time incorporates Scottish Planning Policy and the National Planning Framework into a single document. For that reason, NPF4 will be very different to NPF3. It will have increased status and be part of the statutory development plan, meaning that its policies will have a stronger role in day-to-day planning decision making.

3.3 NPF4 is split into four parts:

- National spatial strategy for Scotland to 2045 – sets out an approach to tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, build a well-being economy and create sustainable places;
- 18 national developments support the delivery of the spatial strategy - National developments relevant to Renfrewshire include:
  - Clyde Mission;
  - Central Scotland Green Network;
  - National walking, cycling and wheeling network;
  - Urban mass/ rapid transit network;
  - Metropolitan Glasgow Strategic Drainage;
  - Circular Economy Materials Management;
  - Digital Fibre; and,
  - Strategic Renewable Electricity Generation and Transmission Infrastructure.
- National planning policy is set out in detail and consists of policies which guide development and use of land and are required to be applied in the preparation of local development plans and assessing planning applications.
- Delivery programme which sets out how NPF4 will be delivered.

3.4 NPF4 provides the national planning policy context for the assessment of all planning applications. Given the approved status of NPF4 this is now a material consideration in the assessment of planning applications.

This forms part of the assessment of planning applications before the Planning and Climate Change Policy Board. In this regard, NPF4 will be considered and referenced within the any Board Reports relating to planning applications.

- 3.5 NPF4, once formally adopted by the Scottish Ministers, will form part of the statutory development plan for Renfrewshire with the current Clydeplan Strategic Development Plan (July 2017) no longer being part of the development plan and will cease to have effect. The statutory Development Plan for Renfrewshire will therefore consist of NPF4 and the Renfrewshire Local Development Plan (2021).
- 3.6 The adopted Renfrewshire Local Development Plan (2021) and associated Supplementary Guidance provides the most up to date expression of planning policy for Renfrewshire and continues to be part of the Development Plan until it is replaced.

#### **4. Next Steps**

- 4.1 Following adoption of NPF4, the Scottish Ministers will provide local authorities with guidance on transitional and handling arrangements. As highlighted above, NPF4 is radically different from NPF3 and there will be implications for processes, procedures and resources in implementing the plan.
- 4.2 Further updates on the implications of implementing NPF4 will be provided to the Board in due course.

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#### **Implications of the Report**

1. **Financial** – Unknown until guidance on transitional and handling arrangements is issued by the Scottish Ministers.
2. **HR & Organisational Development** – Unknown until guidance on transitional and handling arrangements is issued by the Scottish Ministers.
3. **Community/Council Planning** – Reshaping our place, our economy, and our future – NPF4 is a key document in establishing a robust land use framework, regulations and guidance for supporting, encouraging, and delivering sustainability, climate change adaption, reaching Net Zero, biodiversity gain and creating great places
4. **Legal** - Unknown until guidance on transitional and handling arrangements is issued by the Scottish Ministers.
5. **Property/Assets** – None.
6. **Information Technology** – None.

## 7. Equality & Human Rights -

- (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – None.

9. **Procurement** – None.

10. **Risk** – None.

11. **Privacy Impact** – None.

12. **COSLA Policy Position** - None.

13. **Climate Risk** – None.

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Background Papers – [NPF4 can be viewed on the Scottish Government webpages](#)

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**To: Planning and Climate Change Policy Board**

**On: 24 January 2023**

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**Report by: Chief Executive**

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**Heading: Tree Preservation Order Requests**

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## **1. Summary**

- 1.1 This report seeks to provide an update to the Tree Preservation Order (TPO) requests which were agreed at the meeting of the Planning and Climate Change Board in November 2022.
  - 1.2 In addition, this report also seeks to respond to requests to apply a TPO designation to a site at Dykebar, Paisley.
  - 1.3 The requests submitted are considered in line with the relevant legislation, namely, Section 160 of The Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006, and within the procedures set out in the Town and Country Planning (Tree Preservation Order and Trees in Conservation Areas) (Scotland) Regulations 2011.
  - 1.4 The report recommends that a tree preservation order is made in relation to the site proposed.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
  - (i) Confirm the tree preservation orders in respect of the sites known as Old Lane SINC, Erskine and Land at Kirklandneuk, Renfrew and agree that officers make the orders public and register them with the Land Registry for Scotland.

- (ii) Note that the TPO designation agreed at the meeting of the Planning and Climate Change Policy Board in November 2022 in respect of the site known as UWS Thornly Park Campus is currently subject to a period of public consultation. As a result of notifications being delayed due to the ongoing Royal Mail strikes further time has been provided for interested parties to make comments in relation to the TPO in question.
  - (iii) Note that the UWS Thornly Park Campus proposal will be returned to a future meeting of the Planning and Climate Change Policy Board for confirmation or otherwise of the order.
  - (iv) Approve the need for a tree preservation order at a site known as Dykebar, Paisley and agree that officers proceed to prepare the order, serve it on relevant parties and make the order available to the public and seek representations.
  - (v) Note that consideration and assessment of the sites at Houston, Elderslie and St. Marks Church, Paisley will be undertaken and the findings and recommendations presentation at a future meeting of the Planning and Climate Change Board.
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### **3. TPO Requests Previously Considered**

- 3.1. At the meeting of the Planning and Climate Change Policy Board in August 2022, it was agreed that TPO designations would be placed on the site known as:
  - Erskine Old Lane SINC.
- 3.2. In addition, at the meeting of the Planning and Climate Change Policy Board in November 2022, it was agreed that TPO designations would be placed on the following sites:
  - Land at Kirklandneuk, Renfrew; and
  - UWS Thornly Park Campus, Paisley.
- 3.3. In respect of the sites noted in the above paragraphs and in line with the Renfrewshire Planning and Development Tree Policy 2022, and the relevant legislation relating to Tree Preservation Orders, Officers have, undertaken the following:
  - Prepared the relevant orders and made them available online for review;
  - Served the order on relevant parties including landowners;
  - Published a public notice in the local press advising of the order; and
  - Provided an opportunity for comments to be made by any interested party in relation to either of the orders.
- 3.4. No comments have been received in respect of the sites known as Erskine Old Lane SINC and Land at Kirklandneuk, Renfrew.



- 3.5. Comments have been received in respect of the site at UWS Thornly Park Campus, Paisley with the site owners advising that, as a result of ongoing postal strikes, notification was only received on 29<sup>th</sup> December 2022. This has been confirmed by our recorded delivery check. In this regard, and given the circumstances, it is considered reasonable to allow further time for comments to be submitted in respect of the site at UWS Thornly Park Campus. In light of the above the deadline for comments being received in respect of the TPO at UWS Thornly Park Campus is 26<sup>th</sup> January 2023.
- 3.6. Following conclusion of the extended consultation period any comments received will be considered and a further report brought back to a future meeting of the Planning and Climate Change Policy Board to confirm or otherwise the tree preservation order.
- 3.7. The Board are therefore asked to confirm the TPO designations in relation to the following site:
- Erskine Old Lane SINC; and
  - Land at Kirklandneuk, Renfrew.

#### **4. TPO Requests**

- 4.1. A number of other requests for tree preservation orders to be designated have been received and to date one of the sites requested have been considered and assessed.
- 4.2. The site in question is at Land within the grounds of Dykebar Hospital, Paisley.
- 4.3. In light of the above, the site in question has been assessed and a recommendation provided in respect of whether a TPO should be made.

#### **5. TPO Considerations**

##### Land within the grounds of Dykebar Hospital, Paisley

- 5.1. The site in question relates to the grounds of the existing Dykebar Hospital. The site in question is detailed in Appendix 1.
- 5.2. It is significant to note that following an appeal to DPEA, a Notice of Intention was recently issued by the Reporter. The notice details that the Reporter is minded to grant planning permission for the erection of 603 dwellinghouses with associated access, parking and landscaping subject to conditions. The Reporter has instructed the applicants and the Council to reach agreement on a suitable financial contribution in respect of education provision and discussions are currently ongoing between the applicants and officers in this regard.
- 5.3. Notwithstanding the recent Notice of Intention, an assessment has been undertaken in respect of the site by an independent arboriculturist who has advised that there are no individual trees of particular outstanding merit, rarity or value on site.

Notwithstanding the above, four groups of trees and four woodlands were identified, and which scored sufficiently in the relevant categories, as meriting inclusion as a TPO.

- 5.4. Group 1 is a large group of mixed broadleaves around the site entrance. The group is comprised of mostly of sycamores and limes and is not included in the existing TPO which covers the woodlands to the north and south. The group is identified as definitely meriting a TPO designation.
- 5.5. Group 2 comprises an avenue of lime trees which are found to be in good condition. The group is identified as definitely meriting a TPO designation.
- 5.6. Group 3 comprises an avenue and boundary planting of mixed broadleaved species, mostly limes, maples and sycamore with a few oak, horse chestnut, birch and ash. The group is identified as definitely meriting a TPO designation.
- 5.7. Group 4 comprises 8 Scots pine located on a traffic island. The survey undertaken noted that if retained as a group the trees have a useful future life expectancy. The group is identified as definitely meriting a TPO designation.
- 5.8. Woodland 1 is located to the south of the site and is found to comprise a shelterbelt of Scots pine with some Sitka spruce and larch, up to 20m in height. The woodland is identified as definitely meriting a TPO designation.
- 5.9. Woodland 2 is located to the south to the site and is found to comprise a shelterbelt of mixed coniferous and broadleaved species, including beech, lime, larch, Sitka spruce, up to 20m in height. The group is identified as definitely meriting a TPO designation.
- 5.10. Woodland 3 is located to the south west of the site and is found to comprise a mixed woodland with mature oaks and sycamores. The group is identified as definitely meriting a TPO designation.
- 5.11. Woodland 4 is located to the west of the site and is found to comprise an even aged sycamore plantation with hawthorn and natural regeneration. The group is identified as definitely meriting a TPO designation.
- 5.12. In concluding the survey, the independent arboriculturist notes that most of the trees within the hospital site are matured landscape plantings dating back around 100 years, or are later replacement or supplementary plantings. They include numerous ornamental individuals and groups, as well as woodland blocks and plantations. Although most of the trees are in an acceptable condition and it would be suitable to retain for many years with the site being used as it currently is, the evaluation method undertaken suggests that the four groups and four woodlands identified are the one most worth retaining within any large scale future development.

- 5.13. For the reasons outlined above it is recommended that a TPO designation is applied to the four identified groups and four identified woodlands.

## **6. Other TPO Requests**

- 6.1. In addition to the requests outlined and assessed above, the following request for TPO designations have also been received:
- Site within Houston;
  - Site at 16 Edzell Drive, Elderslie;
  - Site at St. Marks Church, Paisley

## **7. Next Steps**

- 7.1. The TPO orders in respect of the sites known as Old Lane SINC, Erskine and Land at Kirklandneuk, Renfrew, UWS Thornly Park Campus are confirmed, made public and registered with the Land Registry for Scotland.
- 7.2. A TPO is prepared in respect of the groups and woodlands at Dykebar Hospital, Paisley. Thereafter the order will be served on the respective landowners and made available to the public for comment.
- 7.3. Following a period of public consultation, the TPO will be returned to Board to take account of any comments received and to confirm, or otherwise the order.
- 7.4. Assessments will be undertaken in relation to the sites in Houston, the site at 16 Edzell Drive, Elderslie and the site at St. Marks Church, Paisley.

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## **Implications of the Report**

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** – None.
4. **Legal** – The recommendations in the report would require a tree preservation order to be made in relation to the site in question. Should the order be confirmed it would require to be lodged with the Land Register of Scotland.
5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & Human Rights** -
  - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights.

No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **COSLA Policy Position** - None.
13. **Climate Risk** – The proposed site development briefs seek to ensure that any development coming forward is undertaken in a sustainable manner and aids the adaption required as a result of climate change.

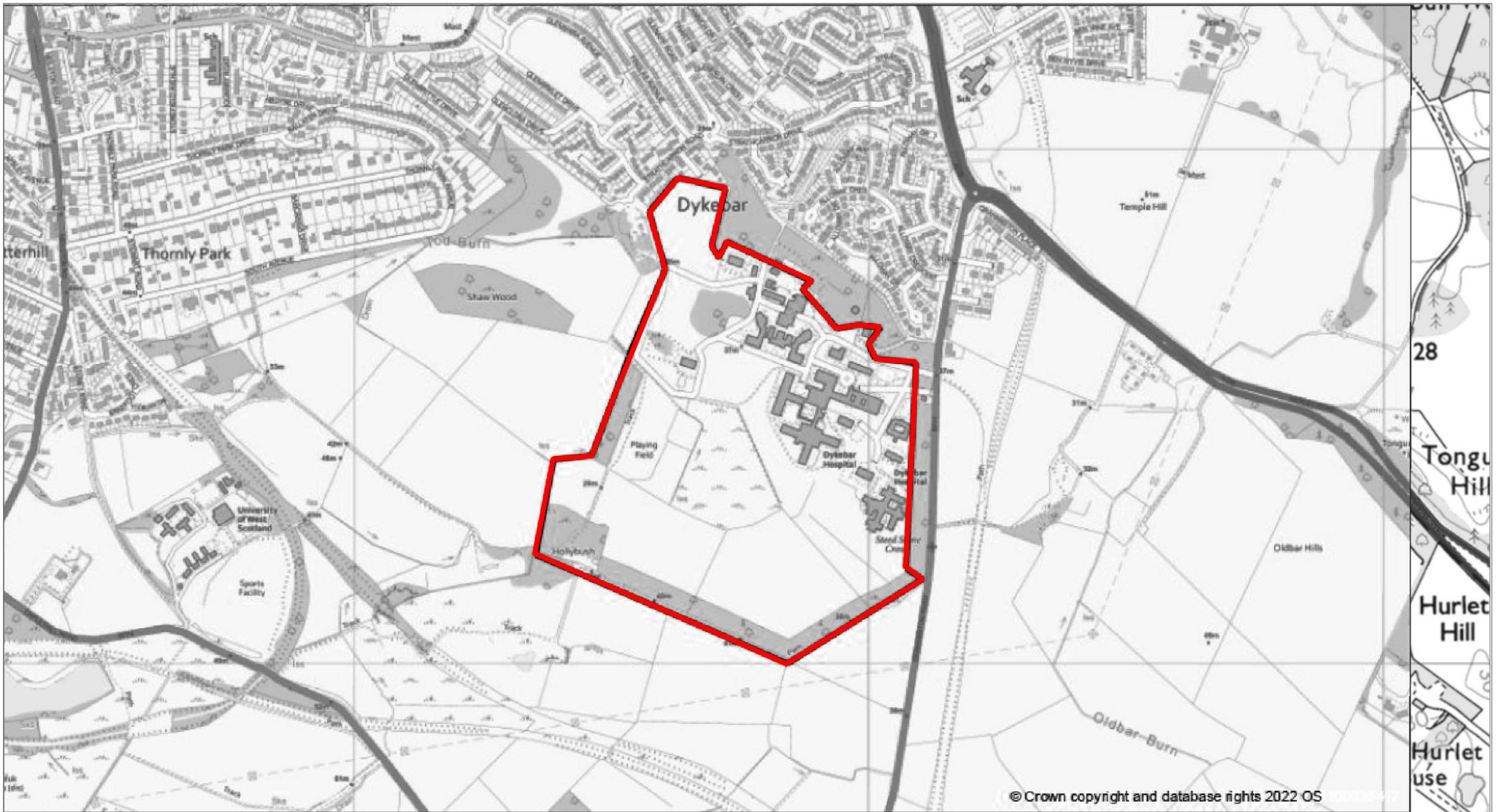
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## **Appendix 1: Site Plan – Grounds at Dykebar Hospital**

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**Author:** David Love, Chief Planning Officer  
Tel: 07483410182; Email: david.love@renfrewshire.gov.uk





1:48,713

PRODUCED BY: ALAN BURGESS  
CHIEF EXECUTIVE'S SERVICE

Date: 06/10/2022

## Grounds of Dykebar Hospital, Paisley

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**To: Planning and Climate Change Policy Board**

**On: 24 January 2023**

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**Report by: Chief Executive**

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**Heading: Site Development Briefs – Thriplee Road, Bridge of Weir and Auchenlodment Road, Elderslie**

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## **1. Summary**

- 1.1 Site development briefs have been prepared for land at Thriplee Road in Bridge of Weir and Auchenlodment Road in Elderslie. Both sites are showing as 'white space' in the adopted Renfrewshire Local Development Plan (2021).
  - 1.2 The site development briefs identify a number of factors that require to be considered and addressed in preparing development proposals for these sites.
  - 1.3 The site development briefs will be a material consideration when considering future planning proposals.
  - 1.4 A copy of the site development briefs are attached at Appendix 1.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approve the site development briefs relating to the land at Thriplee Road, Bridge of Weir and Auchenlodment Road, Elderslie.
- 

## **3. Site Development Briefs**

- 3.1 A series of planning site development briefs have been prepared and approved following the publication of the new Renfrewshire Local Development Plan.



The site development briefs set out a planning framework that aim to provide a comprehensive checklist and set of good placemaking parameters to guide any future development proposals.

- 3.2 The green belt designation which covered both the land at Thriplee Road in Bridge of Weir and Auchenlodment Road in Elderslie in the Renfrewshire Local Development Plan 2021 was quashed following an appeal to the Court of Session. Both these sites are now identified as 'white space' in the local development plan which removes the previous green belt designation.
- 3.3 The site development briefs highlight a number of considerations which require to be taken into account when preparing development proposal for the sites.

The factors include:

- Site context;
- Site layout and building design;
- Landscaping and boundary treatments;
- Accessibility;
- Sustainable urban drainage;
- Renewables/Sustainability;
- Digital connections;
- Affordable housing;
- Education provision;
- Open space provision; and
- Required supporting information.

#### **4. Next Steps**

- 4.1 If approved by the Board, the site development briefs will be placed on the [Council's web pages](#) and used to guide development proposals for these sites.
- 4.2 It is the intention that further site development briefs will be prepared for other sites allocated within the Renfrewshire Local Development Plan (2021) and these will be brought to the Board in due course.

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#### **Implications of the Report**

1. **Financial** – The extent and details of the additional duties set out in recently published National Planning Framework 4 is still to be confirmed.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** –  
Reshaping our place, our economy, and our future – the proposed site development briefs set out a framework for supporting, encouraging, and delivering sustainability, climate change adaption, reaching Net Zero, biodiversity gain and creating great places.



4. **Legal** – None.
  5. **Property/Assets** – None.
  6. **Information Technology** – None.
  7. **Equality & Human Rights** -
    - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
  8. **Health & Safety** – None.
  9. **Procurement** – None.
  10. **Risk** – None.
  11. **Privacy Impact** – None.
  12. **COSLA Policy Position** - None.
  13. **Climate Risk** – The proposed site development briefs seek to ensure that any development proposal on these sites aids the adaption required as a result of climate change.
- 

#### **Appendix 1 – Site Development Briefs:**

- Thriplee Road, Bridge of Weir; and,
- Auchenlodment Road, Elderslie

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**Author:** Sharon Marklow, Place Strategy Manager  
Tel: 0141 618 7835; Email: [Sharon.marklow@renfrewshire.gov.uk](mailto:Sharon.marklow@renfrewshire.gov.uk)

# **SITE DEVELOPMENT BRIEF**

**Thriplee Road,  
Bridge of Weir**

**2023**



The green belt designation which covered part of this land in the draft Renfrewshire Local Development Plan 2021 was quashed following the outcome of a statutory Court of Session appeal in 2022 in relation to the adoption of the Local Development Plan.

This site is now identified as 'white space' which removes the previous green belt designation.

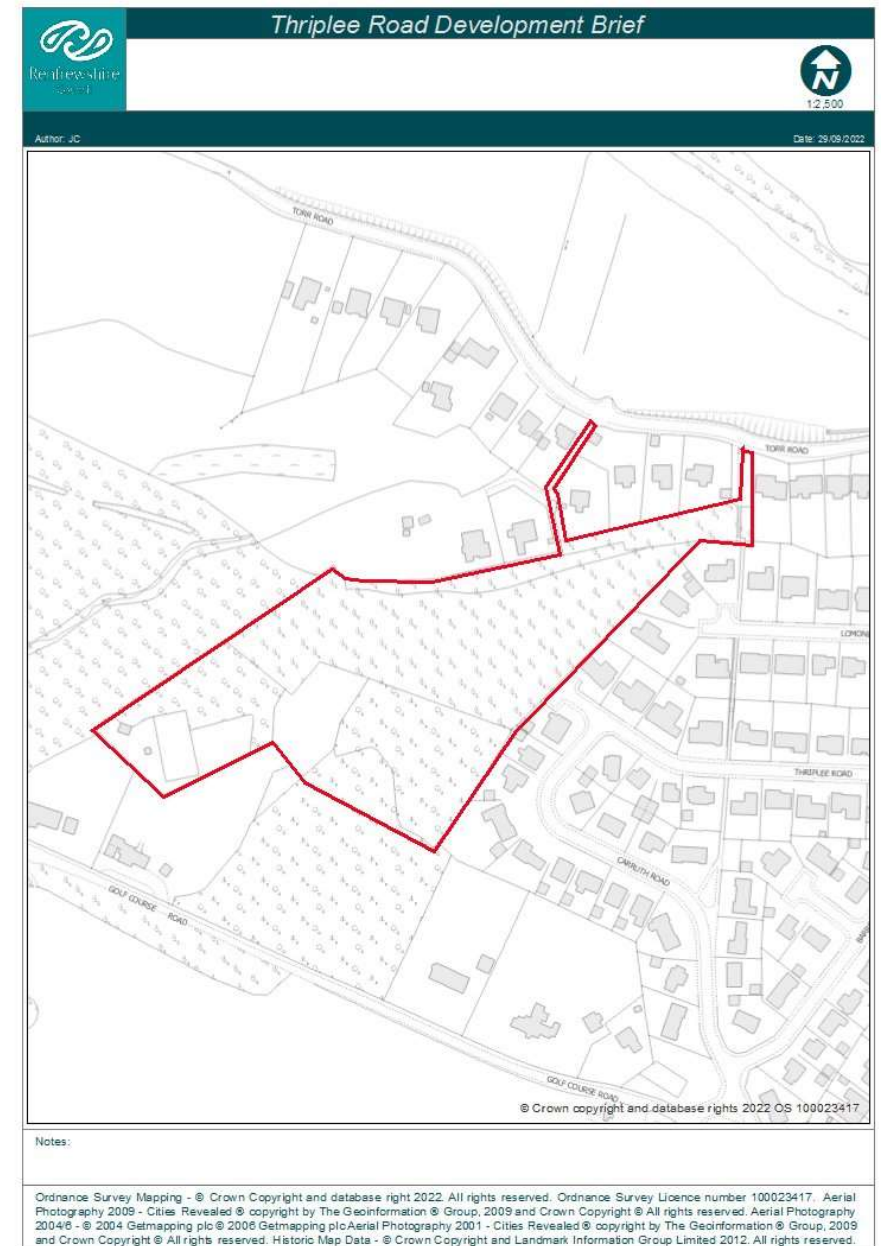
This brief sets out requirements to be considered and addressed in preparing development proposal for this site. The brief must be read in conjunction with the Renfrewshire Local Development Plan (2021) and New Development Supplementary Guidance (2022).

## Site Context

The site is located to the west of Bridge of Weir and is irregular in shape. It has existing residential development to the north, east and south of the site, with Ranfurly Castle Golf Club further south of the site. To the north west and west of the site there is an established woodland and a Site of Importance for Nature Conservation. The site comprises rough grassland and has a mix of developing scrub, semi and mature trees.

The site is undulating and slopes gently in a northwards direction. A small stream / water feature appears to flow into the site and dissipates creating a marshy area.

The southern portion of the site is within Ranfurly Conservation Area. Listed buildings are adjacent to the site fronting Golf Course Road.



## Site Layout and Building Design

Residential development on the site requires to be at a density which reflects the surrounding area, incorporating well designed landscaping around and throughout the site, demonstrating inclusive design relating to the surrounding residential area.

A mix of housing types and sizes will be required to fully comply with Policy P3 – Housing Mix and Affordable Housing. A minimum 10% of all homes on the site require to be designed to be easily adaptable for residents that are wheelchair users.

Housing will require to be well integrated in terms of style, appearance and materials with a high standard of development layout and design which relates to the surrounding area.

Particular consideration requires to be given to the setting, character and enhancement of Ranfurly Conservation Area and surrounding listed buildings.

Existing natural features including established hedges and trees which extend along the site boundaries and across the site require to be incorporated into the development proposal to minimise impact on the landscape setting.

[Renfrewshire's Places Design Guide](#) sets out further guidance in relation to sustainable place making and design which requires to be reflected in any development proposal.

## Landscaping and Boundary Treatments

Development must protect existing trees and areas of woodland on site as well as surrounding the site to ensure habitats, biodiversity and natural environmental assets are preserved.

In order to protect existing trees, any development should include landscape buffers around trees, which will be informed by a tree survey (to be undertaken by the applicant). The landscape buffers will ensure any new development is sited well clear of root protection areas and the crown spread of trees.

There is a presumption against tree removal on site and any proposed development must be designed to take account of existing trees on site.

Should the development proposal identify the removal of any trees, a detailed justification together with a comprehensive landscaping scheme, an appropriate compensatory planting plan along with a management and maintenance scheme will be required to be submitted with any planning application.

The provision of planting and preservation of trees must be in line with the [Renfrewshire's Planning & Development Tree Policy](#).

Development of the site requires to ensure that new green infrastructure is incorporated with links and connections to the wider green network.



Boundary treatments shall utilise high quality materials and planting to define public and private spaces contributing to the character, appearance and setting of the area.

### Accessibility

Development proposals require to demonstrate how the development will integrate into formal and informal routes, rights of way, core paths, footways along existing roads and local streets as well as indicating pedestrian connections links to the village centre, schooling and bus routes/bus stops.

A plan showing safe routes to school/local services requires to be included in the planning submission as well as how the site functions as a 20-minute neighbourhood.

The site layout must provide options for pedestrians, cyclists and vehicular traffic including direct routes for all users, as well as accessibility to public transport options. Particular focus requires to be given to the movement of pedestrians and cyclists to promote active travel.

There will be a requirement to demonstrate safe and appropriate vehicular access to and from the site, providing a comprehensive assessment of all existing road and junction capacity in order to accommodate any development at this site.

Parking must be integrated well within the layout with resident parking provided within the curtilage of the dwelling or within

dedicated private parking areas. Visitor parking also requires to be distributed throughout the site.

The level of parking provision must be in line with the SCOTS National Roads Development Guide and should be discussed with the Council prior to the submission of the planning application.

### Sustainable Urban Drainage Systems

There is some evidence of localised flooding on the site. A flood risk assessment and drainage assessment will be required to support any development proposal.

Drainage requirements, constraints and solutions will be integral to the layout and submission of the planning application. New development will require to integrate surface water management into the design of green infrastructure including naturalised Sustainable Urban Drainage Systems and permeable surfaces.

### Renewables/Sustainability

Low or Zero carbon generating technologies require to be integrated into any development proposal including the use of both active carbon reducing technologies such as solar panels or ground source heat pumps and passive factors such as orientation, siting, ventilation and sustainable materials. Provision requires to be made for electric car charging points for residents.

These details will require to be outlined in a Sustainability Statement and submitted along with any planning application.

## Digital Connections

The development will incorporate existing or future high speed digital network connections and other digital technologies that could improve connectivity. These details require to be included in the submission of the planning application.

## Affordable Housing

If the site capacity exceeds 50 units, affordable housing requirements will require to be addressed providing 25% of the total site capacity as affordable homes.

Affordable housing requires to be tenure blind with a similar design and style to the open market housing.

Early discussions with the Council are encouraged to discuss the requirements for the delivery of affordable homes on site and potential Registered Social Landlord partners.

## Education Provision

The cumulative impact of residential development on both primary and secondary school provision will require further consideration subject to the final site capacity, potential site start and phasing of the development.

Once further details are known in relation to the proposed development, it should be noted that a developer contribution in respect of education provision may be required.

## Open Space Provision

Children's play areas are sought for all housing developments of more than 50 units. Provision should be the equivalent to 1 square metre of open space per house in the form of a single area serving 50-150 units. The open space should contain a play area which is central to the layout, well overlooked with good landscaping.

## Supporting Information

A planning application should be accompanied by the following information:

- Sustainability Statement
- Ecology Report/ Habitat Survey
- Drainage/Flood Assessment
- Transport Assessment/Statement
- Site Investigation (soil condition)
- Design and Access Statement
- Landscape / Built Heritage Visual Assessment & Plans
- Tree Survey and associated management, maintenance and compensatory planting plans
- Plan(s) detailing safe routes to schools/local services
- Planning Statement

# **SITE DEVELOPMENT BRIEF**

**Auchenlodment Road,  
Elderslie**

**2023**



The green belt designation which covered this land in the draft Renfrewshire Local Development Plan 2021 was quashed following the outcome of a statutory Court of Session appeal in 2022 in relation to the adoption of the local development plan.

This site is now identified as 'white space' which removes the previous green belt designation.

This brief sets out requirements to be considered and addressed in preparing development proposals for this site. The brief must be read in conjunction with the Renfrewshire Local Development Plan (2021) and New Development Supplementary Guidance (2022).

### Site Context

The site is located to the southwest of Elderslie and is roughly triangular in shape. The site comprises of overgrown grassland, scrubby vegetation, bushes, hedgerows and a selection of deciduous trees. Desire lines traverse the site from pedestrian movement.

The north of the site is bordered by an existing residential area, whilst the eastern boundary is formed by Auchenlodment Road. The site is offered containment by an area of established woodland which extends along the southern and western boundaries.

The site slopes in a north and easterly direction from a high point that is situated in the southwestern corner. A minor watercourse runs along the western edge of the boundary, arriving from the higher ground in the adjacent woodland.





### Site Layout and Building Design

Residential development on the site requires to be at a density which reflects the surrounding area, incorporating well designed landscaping, demonstrating inclusive design relating to the surrounding residential area. Particular attention must be given to the amenity of the neighbouring uses including the residential care establishment and existing residential dwellings.

A mix of housing types and sizes will be required to fully comply with Policy P3 – Housing Mix and Affordable Housing. A minimum 10% of all homes on the site require to be designed to be easily adaptable for residents that are wheelchair users.

Housing will require to be well integrated in terms of style, appearance and materials with a high standard of development layout and design which relates to the surrounding area.

Existing natural features including established hedges which extend along the site boundaries require to be incorporated into the development proposal to minimise impact on the landscape setting.

The desire lines that traverse the site require to be considered and integrated into the residential layout to ensure continued connectivity to the wider area.

[Renfrewshire's Places Design Guide](#) sets out further guidance in relation to sustainable place making and design which requires to be reflected in any development proposal.

### Landscaping and Boundary Treatments

Development must protect existing hedgerows and trees as well as areas of woodland in close proximity of the site to ensure habitats, biodiversity and natural environmental assets are preserved.

There is a presumption against any tree removal on site and any proposed development must be designed to take account of existing trees. Development must not impact on the Craigston Wood located on the southern and western boundaries which is covered by a Tree Preservation Order.

In order to protect existing trees, any development should include landscape buffers around trees, which will be informed by a tree survey (to be undertaken by the applicant). The landscape buffers will ensure any new development is sited well clear of root protection areas and the crown spread of trees.

Should the development proposal identify the removal of any trees, a detailed justification together with a comprehensive landscaping scheme, an appropriate compensatory planting plan along with a management and maintenance scheme will be required to be submitted with any planning application.

The provision of planting and preservation of trees must be in line with the [Renfrewshire's Planning & Development Tree Policy](#).

Development of the site requires to ensure that new green infrastructure is incorporated with links and connections to the wider green network.

Boundary treatments shall utilise high quality materials and planting to define public and private spaces contributing to the character, appearance and setting of the area.

### Accessibility

Development proposals require to demonstrate how the development will integrate into formal and informal routes, rights of way, core paths, footways and local streets as well as indicating pedestrian connections to the local centre, schooling and bus routes/bus stops.

A plan showing safe routes to school/local services requires to be included in the planning submission as well as how the site functions as a 20-minute neighbourhood.

The site layout must provide options for pedestrians, cyclists and vehicular traffic including direct routes for all users. Particular focus requires to be given to the movement of pedestrians and cyclists to promote active travel which will require footway enhancements along Auchenlodment Road.

Parking must be integrated well within the layout with resident parking provided within the curtilage of the dwelling or within dedicated private parking areas. Visitor parking also requires to be distributed throughout the site.

The level of parking provision must be in line with the SCOTS National Roads Development Guide and should be discussed with the Council prior to the submission of the planning application.

### Sustainable Urban Drainage Systems

There is potential for localised flooding due to a minor watercourse that runs in proximity to western boundary. A flood risk assessment and drainage assessment will be required to support any development proposal.

Drainage requirements, constraints and solutions will be integral to the layout and submission of the planning application. New development will require to integrate surface water management into the design of green infrastructure including naturalised Sustainable Urban Drainage Systems and permeable surfaces.

A 30" trunk water main crosses this site. Early pre application discussions with Scottish Water will be required in relation to providing an appropriate buffer between the development and the water main.

### Renewables/Sustainability

Low or Zero carbon generating technologies require to be integrated into any development proposal including the use of both active carbon reducing technologies such as solar panels or ground source heat pumps and passive factors such as orientation, siting, ventilation and sustainable materials. Provision requires to be made for electric car charging points for residents.

These details will require to be outlined in a Sustainability Statement and submitted along with any planning application.

### Digital Connections

The development will incorporate existing or future high speed digital network connections and other digital technologies that could improve connectivity. These details require to be included in the submission of the planning application.

### Affordable Housing

If the site capacity exceeds 50 units, affordable housing requirements will require to be addressed providing 25% of the total site capacity as affordable homes.

Affordable housing requires to be tenure blind with a similar design and style to the open market housing.

Early discussions with the Council are encouraged to discuss the requirements for the delivery of affordable homes on site and potential Registered Social Landlord partners.

### Education Provision

The cumulative impact of residential development on both primary and secondary school provision will require further consideration

subject to the final site capacity, potential site start and phasing of the development.

Once further details are known in relation to the proposed development, it should be noted that a developer contribution in respect of education provision may be required.

### Open Space Provision

Children's play areas are sought for all housing developments more than 50 units. Provision should be the equivalent to 1 square metre of open space per house in the form of a single area serving 50-150 units. The open space should contain a play area which is central to the layout, well overlooked with good landscaping.

### Supporting Information

A planning application should be accompanied by the following information:

- Sustainability Statement
- Ecology Report/ Habitat Survey
- Drainage/Flood Assessment
- Transport Assessment/Statement
- Site Investigation (soil condition)
- Design and Access Statement
- Landscape / Built Heritage Visual Assessment & Plans

- Tree Survey and associated management, maintenance and compensatory planting plans
- Plan(s) detailing safe routes to schools/local services
- Planning Statement

# Planning Application: Supplementary Report

Reference No. 21/1520/PP



## KEY INFORMATION

**Ward:** (10) Houston, Crosslee and Linwood

**Applicant:**  
SSH Recycling Ltd

**Registered:**  
10.09.2021

Report by Head of Economy & Development

## PROSPECTIVE PROPOSAL:

## LOCATION:

**APPLICATION FOR:** Full Planning Permission

**This supplementary report should be read together with the original report of handling considered by the Planning and Climate Change Policy Board on 1<sup>st</sup> November 2022.**

## BACKGROUND

The Planning and Climate Change Policy Board at its meeting on 1<sup>st</sup> November 2022 considered the attached report of handling and decided to continue the consideration of the report to allow a site visit to take place and to review correspondence related to the flood risk matters associated with the site. The detailed assessment of the proposed development is included in the attached report of handling.

## SITE VISIT

A site visit took place on the 11<sup>th</sup> January 2023 and those members attending viewed the application site and its surroundings.

The site visit was conducted in accordance with the Protocol for Site Visits (May 2018) and members attending did not discuss the merits of the proposal.

## FLOODING CORRESPONDENCE

All correspondence from SEPA, the applicant, and Dougal Bailie Associates relating specifically to the flood risk matters associated with the site has been made available for members to view.

## RECOMMENDATION

Refuse

Alasdair Morrison  
Head of Economy &  
Development

## **Reason for Decision**

1. The proposed development is at a location susceptible to flooding and will increase the risk of flooding elsewhere. It does not therefore align with the precautionary and avoidance principles advocated by the sustainable flood risk management framework set out in Scottish Planning Policy and is contrary to Policy I3 of the Adopted Local Development Plan and the associated New Development Supplementary Guidance on flooding and drainage.

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 James Weir on 07483370666

# Planning Application: Report of Handling

Reference No. 21/1520/PP

## KEY INFORMATION

**Ward:** (10) Houston, Crosslee and Linwood

**Applicant:**  
SSH Recycling Ltd

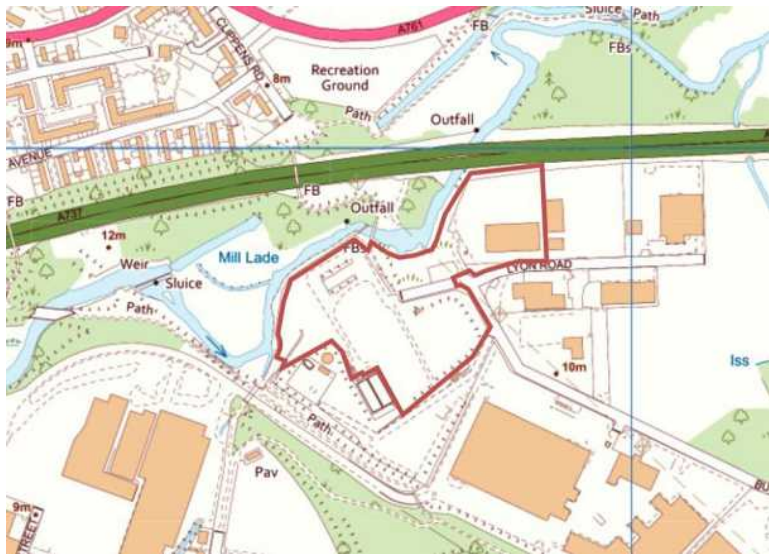
**Registered:**  
10.09.2021

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of Waste Tyre and Rubber Recycling and Processing Plant (Use Class 5, General Industry) with ancillary office and staff welfare facilities and associated access, parking, landscape, and infrastructure proposals.

**LOCATION:** 2 Lyon Road, Linwood, Paisley, PA3 3BQ

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Refuse

## IDENTIFIED KEY ISSUES

- The application site is identified by Policy E1 'Renfrewshire's Economic Investment Locations' of the Adopted Renfrewshire Local Development Plan (2021).
- No representations have been received
- There has been an objection from SEPA.
- The proposal does not fully accord with Policy I3 of the Adopted Renfrewshire Local Development Plan (2021) on Flooding and Drainage.

Alasdair Morrison  
Head of Economy &  
Development

# REPORT OF HANDLING FOR APPLICATION 21/1520/PP

SITE ADDRESS	2 Lyon Road, Linwood, Paisley, PA3 3BQ
PROPOSAL	Erection of Waste Tyre and Rubber Recycling and Processing Plant (Use Class 5, General Industry) with ancillary office and staff welfare facilities and associated access, parking, landscape, and infrastructure proposals.
RECOMMENDATION	Refuse

PROPOSALS	<p>This application seeks planning permission for the erection of a waste tyre and rubber recycling and processing plant with ancillary facilities, parking and infrastructure on a part vacant site at Lyon Road, Linwood.</p> <p>The application site extends to 4.469 hectares in area. It is bound by the White Cart Water and the A737 to the north and west, and a mix of industrial and warehouse uses to the south and east. There is an existing manufacturing building in the northeast corner of the site. The remainder of the site is vacant having previously been used as a sewage treatment works. In terms of topography, the existing manufacturing building sits on higher ground. Most of the site to the west of this is on lower ground adjacent to the White Cart.</p> <p>For the purposes of the development the existing manufacturing building will be retained and incorporated as part of the proposed recycling plant. Three additional large warehouse style buildings, comprising a total of 8,577 square metres, are proposed on the western section of the site. These will be complemented by two smaller buildings housing staff welfare and office facilities with associated car parking, road infrastructure and hard standing. Access to the site is via Lyon Road and Burnbrae Drive.</p> <p>The proposed use will involve the processing of approx. 100,000 tonnes of loose tyres into a mix of tyre shred, wires, and fabric. The tyre shred will be further processed into crumbs and rubber products for onward distribution.</p>
SITE HISTORY	<p>Application No: 21/1148/PP Description: engineering works to stabilise river- bank &amp; realignment of pedestrian path. including re-positioning 3m high palisade fencing to site boundary. Decision: Grant subject to conditions</p> <p>Application No: 21/0114/EO Description: Request for screening opinion.</p>



	<p>Decision: Environmental Assessment not Required.</p> <p>Application No: 21/0051/NO Description: Erection of waste tyre processing and recycling plant with associated access, parking, and infrastructure proposals. Decision: Accepted</p> <p>Application No: 21/0044/PP Description: Erection of 3m high palisade security fencing around the site boundary. Decision: Not yet determined.</p> <p>Application No: 19/0674/PP Description: Erection of two storey temporary office, canopy to rear of existing warehouse, single storey microturbine, installation of five roller shutters and external alterations Decision: Grant subject to conditions.</p> <p>Application No: 17/0844/PP Description: Erection of single storey industrial building for use as an organic waste transfer station. Decision: Grant subject to conditions.</p> <p>Application No: 12/0391/PP Description: Formation of temporary concrete composting pad with associated access road. Decision: Grant subject to conditions.</p> <p>Application No: 08/0658/PP Description: Creation of anaerobic digestion facility to treat local authority waste streams and food waste from commercial and industrial facilities. Decision: Grant subject to conditions.</p> <p>Application No: 07/0037/PP Description: Creation of a composting facility using local authority green waste and formation of hardstanding and weighbridge. Decision: Grant subject to conditions.</p> <p>Application No: 05/0268/PP Description: Erection of a 2.4m high galvanised palisade fence. Decision: Grant subject to conditions.</p> <p>Application No: 03/0041/PP Description: Erection of control building and formation of access road at wastewater pumping station. Decision: Grant subject to conditions.</p>
CONSULTATIONS	SEPA – Object in principle to the development on the grounds that it

	<p>is contrary to the principles of sustainable flood management and the requirements of SPP.</p> <p>Chief Executive's Service (Roads Development) – No objection subject to conditions regarding active travel links to the site.</p> <p>Communities &amp; Housing Services (Environmental Protection Team) – No objections subject to conditions relating to contaminated land and noise. Air Quality Assessment has been approved.</p> <p>Transport Scotland – No objections.</p> <p>Scottish Water – There is capacity to serve the development with respect to water supply and foul water disposal.</p> <p>NATS – No objections.</p> <p>Coal Authority – No objections.</p> <p>Glasgow Airport Safeguarding – No objection subject to conditions regarding submission of a Bird Hazard Management Plan and further details of all soft and water landscaping.</p>
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	<p><b>Clydeplan Strategic Development Plan (2017)</b></p> <p>Policy 11 – Planning for Zero Waste</p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy E1 – Economic Investment Locations  Policy I1 – Connecting Places  Policy I3 – Flooding and Drainage  Policy I5 – Waste Management  Policy ENV2 – Natural Heritage  Policy ENV4 – The Water Environment  Policy ENV5 – Air Quality</p> <p><b>New Development Supplementary Guidance (2021)</b></p> <p>Delivering the Economic Strategy  Delivering the Infrastructure Strategy  Delivering the Environment Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy  Scotland's Zero Waste Plan</p>

	<p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
PLANNING ASSESSMENT	<p>The proposal is classed as a strategic development by virtue of the floor space proposed and the site area. It must therefore be assessed against Clydeplan.</p> <p>Policy 11 states that development proposals for waste management facilities will generally be acceptable (subject to local considerations) in the locations listed in the policy.</p> <p>The application site comprises of derelict land that has been designated for industrial uses. It is therefore in an appropriate location with regard to the requirements of policy 11 and is compliant with Clydeplan.</p> <p>Within the Local Development Plan the site is designated as a development opportunity site within an economic investment location as specified within Policy E1.</p> <p>Policy E1 states that class 5 uses will be promoted within economic investment locations. The proposed development in this regard is therefore considered to comply with Policy E1 in principle as it comprises of a class 5 use.</p> <p>Regarding the economic development criteria, the development will facilitate the regeneration of vacant previously used land. It will result in employment creation and bring economic benefit. It is also noted that other waste management uses are located within the vicinity of the site, and the development will complement this cluster of economic uses.</p> <p>The Roads Development team have offered no objection to the development and have advised that trip generation can be accommodated within the local road network. However, concerns are raised over the suitability of active travel routes to the site.</p> <p>The application site is not within a designated area with respect to natural heritage, and it is not anticipated that there will be a significant adverse impact on the natural environment.</p> <p>The development is of a scale, design and finish that is compatible with the character of the area.</p> <p>The application site is within the Burnbrae Local Industrial Area. The role of this area is as a locally important industrial area which includes a strategic freight transport hub.</p>

	<p>The proposed class 5 use will support the role and function of this economic investment location and is compatible with the character of the surrounding area. The development will not have a significant impact upon existing uses in the area.</p> <p>In view of the above, I am satisfied that the development complies with Policy E1</p> <p>In addition to the employment and brownfield regeneration benefits noted above, the proposed development will also contribute to delivery of Scotland's Zero Waste Plan. The planning statement which accompanies the application states that the site would have capacity to process 100,000 tonnes of waste tyres.</p> <p>Policy I5 states that development proposals for waste management will be supported if they meet the listed criteria. Each of the criteria will be considered in turn.</p> <p>The site has a good level of accessibility, and the development does not have an adverse impact on the existing road network.</p> <p>The development will be able to co-exist with surrounding existing and allocated land uses.</p> <p>The benefits of the proposal with respect to processing of waste materials are noted. The development will also facilitate the re-use of a sustainably located vacant brownfield site and will create additional jobs within an area allocated for industrial uses. There are positive environmental, social, and economic benefits associated with the development.</p> <p>The development is located on land adjacent to other waste management operations and is compatible with the Burnbrae economic investment location. Site operations will not have a detrimental impact on other users at this location.</p> <p>There are no significant impacts with respect to built heritage or the natural environment.</p> <p>There is no requirement for restoration or after-use proposals.</p> <p>In view of the above, the development is considered to comply with Policy I5.</p> <p>With respect to Policy I3, it is noted that SEPA have objected to the development in principle on the grounds that it is contrary to sustainable flood risk management practices and the requirements of Scottish Planning Policy (SPP).</p> <p>Policy I3 states that a precautionary approach will be adopted to the reduction of flood risk in line with the framework set out in SPP. New</p>
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	<p>developments require to avoid areas susceptible to flooding.</p> <p>It is accepted that the precautionary approach would advocate avoidance of development at this location given the flood risk. While the site has been developed before, the previous use as a sewage treatment works would be compatible with the site location in terms of land use vulnerability. The proposed development has a different character in terms of land use vulnerability.</p> <p>The developer has submitted a flood risk assessment which identifies measures that would mitigate flood risk at the site. These measures include all staff welfare and office facilities being elevated above the predicted peak flood risk level. Within the processing buildings all equipment will be on raised decks to protect it from flooding. The buildings will also be designed with large openings on all sides. These openings will allow flood water to pass through the building during storm events. Further measures include a bespoke suds drainage system, and installation of a flood monitoring alarm system.</p> <p>The Council has sought an independent review of the flood risk analysis undertaken by the applicant. While the mitigation measures proposed by the applicant are acknowledged, it is noted that the development will nevertheless result in an increased flood risk upstream including to an allocated housing land supply site. There is also a marginal increased flood risk downstream.</p> <p>Additionally, the applicant sought to demonstrate that the development would result in betterment to existing flood risk within the surrounding economic investment location. However, the analysis shows that tolerances within the modelling mean that this betterment may not be realised.</p> <p>In view of the above, it is concluded that development of the site would be contrary to the precautionary approach advocated by policy I3. Despite the mitigations proposed the development will increase flood risk upstream and downstream. Betterment within the immediate locality may also not be realised. The development is therefore considered to be contrary to Policy I3.</p> <p>Policy I1 states that all development proposals require to ensure appropriate provision and accessibility including connection to active travel and public transport networks.</p> <p>The site is accessibly by all transport modes. It is also near the Burnbrae strategic freight hub which provides opportunities for inter modal freight transfer.</p> <p>The roads development officer has offered no objection to the development subject to conditions regarding active travel links to the site. Should planning consent be granted, it is recommended that a condition be applied to ensure that active travel links to the site are upgraded.</p>
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	<p>The development is considered to comply with Policy I1.</p> <p>Regarding policies ENV 2, 4 and 5, the Ecological Appraisal submitted with the application states that the site is of low ecological value and there are no ecological constraints. The site predominantly comprises of hard standing. Woodland habitat on the northern side of the Black Cary Water will not be impacted by the works. The development will not have a significant detrimental impact on natural heritage assets in this regard.</p> <p>The Ecological Appraisal goes onto outline ecological enhancement opportunities at the site. These range from clearance of invasive species to improvement of habitat along the banks of the Black Cart Water. Should planning consent be granted, it is recommended that a condition be applied to ensure the development is undertaken in accordance with the recommendations within the ecological appraisal.</p> <p>To protect the water environment during the construction phase, the developer will be required to submit a construction management and pollution prevention plan for approval.</p> <p>Finally, regarding policy ENV5 the air quality assessment submitted in support of the application has been approved.</p> <p>In view of the above I would consider the development to comply with policies ENV2, 4 and 5.</p> <p>In conclusion it is noted that the proposed development would be compatible with the economic investment designation at this location. The development would regenerate a brownfield site, result in employment creation, and contribute to zero waste goals.</p> <p>However, the site is at risk of flooding, and despite mitigation it is noted that the development would increase the risk of flooding elsewhere. The development is therefore contrary to the precautionary and avoidance principles set out within SPP and Policy I3 and has attracted an objection from SEPA on this basis. Flood risk is considered to take precedence in terms of the overall assessment of the development, and it is not considered that the development can be supported on this basis.</p>
RECOMMENDATION	Refuse

### Reason for Decision

1. The proposed development is at a location susceptible to flooding and will increase the risk of flooding elsewhere. It does not therefore align with the precautionary and avoidance principles advocated by the sustainable flood risk management framework set out in Scottish Planning Policy, and is contrary to

Policy 13 of the Adopted Local Development Plan, the associated New Development Supplementary Guidance on flooding and drainage.

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 Gwen McCracken on 07483419705.





# Planning Application: Report of Handling

Reference No. 22/0363/PP



## KEY INFORMATION

**Ward:** Ward 4 – Paisley NorthWest

**Applicant:**  
Renfrewshire Council

**Registered:** 23.05.2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works.

**LOCATION:** Site Linking Inchinnan Road and Harbour Road With Abercorn Street, Paisley

**APPLICATION FOR:** Full Planning Permission

## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy &  
Development



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## IDENTIFIED KEY ISSUES

- The proposed development complies with policies E1, E2, E3, P1, P5, I1, I3, ENV2, ENV4 and ENV5 of the Adopted Local Development Plan and the associated guidance on delivering the Economic, Places, Infrastructure and Environment Strategies.
- There have been no objections from consultees.
- Two letters of representation have been received.

## REPORT OF HANDLING FOR APPLICATION 22/0363/PP

SITE ADDRESS	Site Linking Inchinnan Road and Harbour Road With Abercorn Street, Paisley
PROPOSAL	Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works.
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the formation of a 2-lane road, including a bridge crossing over the White Cart Water, together with associated upgrades to existing roads.</p> <p>The development has been proposed primarily to improve access between Paisley Town Centre and the Advanced Manufacturing and Innovation District (AMIDS) being developed next to Glasgow Airport. The investment may also stimulate wider economic activity by improving connectivity and linking other infrastructure investments both within and to the north of Paisley town centre.</p> <p>The development comprises a north/south route of approx. 1.7km in length, and an east/west route of approx. 550m in length. The routes comprise a combination of new road and the upgrading of existing roads</p> <p>The north/south route comprises of upgrades to Abercorn Street, Harbour Road and Inchinnan Road, and a new road and river crossing to connect Harbour Road with Inchinnan Road. The east/west route comprises of a new road to connect Harbour Road with Renfrew Road.</p>
SITE HISTORY	<p>Application No. 18/0482/PP Description. Erection of business park development (in principle), to include advanced manufacturing, research &amp; development and aviation services, comprising of: primarily Class 4 business, Class 5 general industrial, and Class 6 storage or distribution uses Decision. Grant subject to conditions</p> <p>Application No. 17/0884/EO Description. Erection of business park development with associated car parking, access, land engineering and infrastructure work Decision. Environmental Assessment not Required</p> <p>Application No. 17/0485/PP Description. The realignment of Abbotsinch Road, the construction of a bridge over the White Cart Water and the construction of cycleways, associated landscaping, and ancillary infrastructure, and the stopping-up of consequential redundant sections of roads, footpaths, and</p>

	<p>accesses.</p> <p>Decision. Grant subject to conditions.</p>
CONSULTATIONS	<p><b>West of Scotland Archaeology Service</b> – No objection subject to condition regarding the undertaking of archaeological investigations.</p> <p><b>Transport Scotland</b> – No objections.</p> <p><b>SEPA</b> – No objections.</p> <p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objections subject to conditions relating to ground contamination, noise, and air quality.</p> <p><b>Glasgow Airport Safeguarding</b> – No objection subject to conditions relating to Bird Hazard Management and landscaping.</p> <p><b>NATS</b> – No objections.</p> <p><b>NatureScot</b> – No objections.</p>
REPRESENTATIONS	<p>Two letters of representation have been received, both of which object to the proposed development. The points raised in the letters can be summarised as follows.</p> <ol style="list-style-type: none"> <li>1. Increase in traffic.</li> <li>2. Existing challenges for pedestrians and cyclists in terms of movement and accessibility.</li> <li>3. Proposed route runs through an existing business operation.</li> </ol>
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy E1 – Renfrewshire’s Economic Investment Locations  Policy E2 – City Deal Investment Framework  Policy E3 – Transition Areas  Policy P1 – Renfrewshire’s Places  Policy P5 – Green/Blue Network  Policy I1 – Connecting Places  Policy I3 – Flooding and Drainage  Policy ENV2 – Natural Heritage  Policy ENV4 – The Water Environment  Policy ENV5 – Air Quality</p> <p><b>New Development Supplementary Guidance (2021)</b></p> <p>Delivering the Economic Strategy</p>

	<p>Delivering the Places Strategy Delivering the Infrastructure Strategy Delivering the Environment Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
HABITATS REGULATIONS APPRAISAL AND APPROPRIATE ASSESSMENT	<p>The proposed development has been the subject of a Habitats Regulations Appraisal (HRA) and an Appropriate Assessment (AA) both as part of the Local Development Plan and separately as part of the supporting information associated with this application.</p> <p>For the purposes of this application, the HRA notes that the development has the potential to impact the qualifying interest of the Black Cart SPA and Inner Clyde SPA as these are downstream of the development site.</p> <p>However, the AA concludes that this potential impact can be suitably mitigated through the implementation of an environmental management plan at the construction stage to control pollution and sediment run off. The requirement for an environmental management plan can be addressed through a planning condition. NatureScot have been consulted on the above and have offered no objections to the development.</p>
ENVIRONMENTAL ASSESSMENT	<p>Both planning permissions relating to the formation of AMIDS (17/0485/PP for the Glasgow Airport Investment Area infrastructure and 18/0482/PP for the business park) have been subject to environmental assessment with respect to the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. Application 17/0485/PP was accompanied by an Environmental Impact Assessment, and it was determined that application 18/0482/PP did not require an Environmental Impact Assessment.</p> <p>For the purposes of this application, the proposal is a “schedule 2 development” as it comprises the construction of roads where the area of the works exceeds 1 hectare. However, given the characteristics of the development, the location of the development, and the characteristics of the potential impact, it is not considered that an Environmental Impact Assessment is required to support this application. Environmental matters arising from the proposed development can be fully addressed as part of the planning assessment.</p>

<p>PLANNING ASSESSMENT</p>	<p>The fourth National Planning Framework (NPF4) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p>Policy E2 provides a framework of investment for Renfrewshire's City Deal projects. The policy states that these investment projects as set out in Figure 4 of the local development plan will be supported to ensure the anticipated economic benefits are fully realised.</p> <p>Figure 4 highlights the Paisley North Regeneration Area as forming part of this framework. The proposed development is located within this regeneration area.</p> <p>All development proposals associated with the delivery of City Deal investment will be considered in relation to the relevant Local Development Plan policies and the new development supplementary guidance.</p> <p>The proposed east/west link and the section of north/south link covering Abercorn Street, Harbour Road and the new bridge crossing are located within the Paisley Town Centre North Transition Area. Policy E3 states that transition areas aim to support a mix of uses. Development proposals within a transition area require to be able to co-exist with existing uses, having no significant effect on the character and amenity of the surrounding area.</p> <p>Figure 2 within the new development supplementary guidance lists acceptable uses with the transition areas. The acceptable uses at Paisley Town Centre North include opportunities to enhance access to Glasgow Airport and AMIDS.</p> <p>As the proposed development will improve access to Glasgow Airport and AMIDS, it is considered to comply with Policy E3 in principle. The development must thereafter be assessed against the relevant guidance on delivering the economic and spatial strategies.</p> <p>The proposed development is appropriate for the area. It is noted that the development will not only enhance access to Glasgow Airport and AMIDS but will also improve connectivity for existing businesses within the area. The new road will also provide a framework for further development in the area.</p>
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	<p>The development will enhance accessibility for pedestrians and cyclists and will improve connections between Abercorn Street and the public transport links on Renfrew Road. The development will also make use of vacant land, and there is suitable provision for landscaping which will enhance the local environment.</p> <p>The development increases the opportunity of bringing economic benefit to the area by stimulating further investment in Paisley North and AMIDS. Economic benefit will be stimulated without significant environmental impact, and it is not anticipated that the surrounding area will experience significant adverse effects with respect to noise or air quality. However further consideration of these matters will be addressed in detail below.</p> <p><b>Impact on local infrastructure, traffic generation and effect of additional traffic</b></p> <p>The development is being funded through the UK Government Levelling Up Fund and forms part of a wider package of proposed works by the Council under the Glasgow City Region City Deal. The planning application is supported by specimen design drawings for the new bridge, active travel and road infrastructure. In addition to swept path assessment and a transport assessment.</p> <p>The consulting team supporting the Council's City Deal and Infrastructure Team include Amey Consulting (roads, active travel, drainage, utilities, lighting and electrical and environmental), Ramboll (structural engineer, bridge and geotechnical design), Beam (structural bridge architects), SYSTRA (Traffic consultant) and Sweco (ecosystems services specialists). The project programme to realise funding commitments requires the planning process and CPO requirements to align. Thereafter, ground investigation works can be carried out and the detailed design package can be formalised. It is therefore considered appropriate that planning conditions are imposed to control the final design of the project in consultation with the Council's Roads Team</p> <p>It is significant to note that the design drawings as submitted in support of the planning application only concern the proposed road and associated infrastructure.</p> <p>It is acknowledged that the former Chivas site is now within the ownership of the Council and plans are progressing in relation to the development of that site. Should the development of the former Chivas site require amendments to the road design this will be done under a separate planning application pertaining to that site.</p> <p>It is not anticipated that the development will have an unacceptable impact on the natural environment. Stretches of new road will be constructed on previously developed land. It is acknowledged that trees and other vegetation along the banks of the White Cart will be removed to accommodate the new bridge crossing. However, the area is not protected by any statutory designations, and there are areas of landscaping identified where compensatory planting can be</p>
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	<p>undertaken.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of <b>Policy E3</b>.</p> <p>The most northerly section of the development site along Inchinnan Road falls within policy E1 and P1 designations. Policy E1 relates to economic investment locations, and the criteria for consideration are the same as those noted above. Policy P1 states that development proposals should be compatible with existing uses.</p> <p>Development proposals within this part of the site relate to the upgrading of Inchinnan Road to form a shared footway/cycleway on one side. These works are compatible with existing uses, will improve accessibility for pedestrians and cyclists and will not have a detrimental impact on character or amenity.</p> <p>It is noted that part of the proposed shared footway/cycleway will be located within an area of green space on the eastern side of an office block at Marchburn Drive. In order to facilitate the proposed active travel route in this area, the trees in this area have been identified for removal. In this regard an appropriate condition has been attached to seek clarification on alternatives which result in the retention of the trees. Should the trees be removed, the condition also requires a compensatory planting scheme to be agreed.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of policies E1 and P1.</p> <p><b>Policy I1</b> states that development proposals require to ensure appropriate provision and accessibility to active travel and public transport networks. Proposals which give priority to sustainable modes of travel and have no significant impact on the safe and efficient operation of the local and trunk road network will be supported.</p> <p>The primary purpose of this development is to improve accessibility to Glasgow Airport and AMIDS. Accessibility will be improved for all modes of transport.</p> <p>Regarding the movement hierarchy, the development makes provision for travel by walking and cycling. Along existing routes, the proposals seek to enhance the environment for walking and cycling by delivering a designated footway/cycleway. It is accepted that the developer must work within the constraints of the existing built form in this regard. Therefore, the final design will be controlled by planning condition.</p> <p>The development will also complement other active travel projects in this area including the newly developed Paisley – Renfrew cycle path. A detailed design of the intersection between the east/west route and this new cycle path will be requested via condition.</p>
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	<p>The development incorporates a sustainable drainage system comprising a network of swales and basins which will drain surface water to the White Cart. This green infrastructure will also contribute to the visual amenity of the area.</p> <p>The submission includes an outline design for the new bridge crossing over the White Cart. The outline design is acceptable, and a condition can be applied to ensure that the final detailed design for the bridge is submitted for approval.</p> <p>It is not anticipated that the development will have a significant environmental impact with respect to loss of amenity, biodiversity, or any adverse effects on neighbouring properties in terms of noise or air quality (these matters are addressed in detail below).</p> <p>Transport Scotland have offered no objections regarding potential impact on the trunk road network.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of policy I1.</p> <p><b>Policy I3</b> states that new development requires to avoid areas susceptible to flooding and must not increase the risk of flooding or have an adverse impact on existing drainage infrastructure.</p> <p>SEPA have confirmed that the proposal complies with Scottish Planning Policy relating to the flood risk framework. I am satisfied on this basis that the development is acceptable with respect to flood risk.</p> <p><b>Policy P5</b> states that development proposals should contribute to and enhance the wider integrated green/blue network where there are opportunities for activity and access to open space as well as increasing accessibility to active travel routes in and around communities and places.</p> <p>The proposed development will improve connectivity and accessibility within Paisley Town Centre North Transition Area. The development provides an opportunity to formalise and improve the existing core path links along Abercorn Street and the aspirational core path link along Harbour Road. The development will also link into the Paisley to Renfrew active travel route.</p> <p>The development will enhance the green network and increase accessibility to active travel routes. I am satisfied that it complies with Policy P5.</p> <p><b>Policy ENV2</b> states that development proposals will consider the potential impact on natural heritage.</p> <p>No part of the proposed development site falls within an area designated for the protection of a natural heritage asset. However, the</p>
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	<p>preliminary Ecology Appraisal notes that there is potential for three protected sites to be influenced by the development as they are located downstream. These sites are the Black Cart SPA, the Inner Clyde SPA, and the Inner Clyde RAMSAR site.</p> <p>To assess the potential impact on these sites, the preliminary Ecology Appraisal includes a Habitats Regulations Assessment (HRA) and an Appropriate Appraisal (AA). These assessments conclude that potential impacts on these designated sites can be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) to control water pollution.</p> <p>NatureScot have offered no objections to the proposed development and have advised that pollution is not likely to be a significant issue provided appropriate controls are put in place. A condition will be attached to ensure the development is undertaken in accordance with an approved CEMP.</p> <p>The implementation of the CEMP will also mitigate potential impact on the White Cart Water Sites of Importance for Nature Conservation (SINCS) located to the north of the site.</p> <p>Regarding potential impacts on natural heritage assets within the site boundary, the formation of the bridge crossing will impact an area of scrub, grassland, and semi natural woodland habitat. The Ecology Appraisal does not consider this area to be of principal importance and should not therefore pose a constraint to development provided the recommendations set out within the ecology appraisal are implemented on site. The recommendations include compensatory re-planting of native species to enhance biodiversity.</p> <p>The Ecology Appraisal does however note that the White Cart Water itself is a water body of principal importance that must be protected. <b>Policy ENV4</b> states that the blue network will be protected and where necessary enhanced to facilitate improvements to the water environment. The implementation of a CEMP will protect the water environment from being impacted by chemical or silt pollution associated with the construction of the proposed development.</p> <p>The Ecology Appraisal also identifies a tree preservation order (TPO) on the edge of the proposed development site to the east of Renfrew Road. It is not anticipated that the scope of works proposed in this area will impact any trees covered by the TPO. However, it is anticipated that the scope of works will potentially impact a row of mature trees at Marchburn Drive as noted above. If planning permission is granted an appropriate condition shall be imposed to protect trees,</p> <p>Finally, the Ecology Appraisal lists recommendations with respect to mitigating any potential impact on protected species. This includes additional surveys where required, and timing of site clearance works. An appropriate condition has also therefore been attached to ensure</p>
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	<p>these mitigation measures are implemented on site to the Council's satisfaction.</p> <p>In addition to the above, the applicant has advised that an appropriate drainage system which treats surface water prior to discharge into the White Cart will be developed. An appropriate condition has therefore been attached to control this matter.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of Policy ENV2 and Policy ENV4.</p> <p><b>Policy ENV5</b> states that development proposals should not have a significant adverse effect on air quality within or adjacent to Air Quality Management Areas (AQMA's).</p> <p>The applicant has submitted an air quality assessment which considers air quality impact at both the construction and operational phase of the development. The Environmental Protection Team have approved these assessments, and SEPA has offered no further comments on air quality.</p> <p>It is noted that the Council's Environmental Protection Team have requested an additional assessment to be undertaken when a construction delivery partner is identified, and that mitigation outlined in the initial assessment should be implemented as part of a dust management plan. Both matters can be controlled via condition.</p> <p>In view of the above, I am satisfied that the development complies with the requirements of Policy ENV5.</p> <p>Regarding consultation responses not already discussed above, the Environmental Protection Team have also commented on noise and ground contamination matters.</p> <p>Regarding noise, the Environmental Protection Team have offered no objections subject to a condition relating to the installation of noise insulation at properties likely to be impacted by the development. An appropriate condition has been imposed to control this matter.</p> <p>The requirement for a site investigation and remediation strategy to address ground contamination will also be addressed via condition.</p> <p>Matters relating to archaeology and bird hazard management as raised by the West of Scotland Archaeology Service and Glasgow Airport Safeguarding respectively can also be addressed by condition.</p> <p>Finally in response to the points raised in the letters of representation.</p> <p>1. Regarding increased traffic impacting the local and trunk road network it is noted that after consultation Transport Scotland had no objections to the proposed development. It is noted that the final design will be secured via appropriate conditions should planning</p>
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	<p>consent be granted and in this regard it is considered that Roads Officers will have further input following the submission of the final design package.</p> <p>2. It is anticipated that the development will improve accessibility in this area for walking and cycling.</p> <p>3. Planning legislation requires that other landowners within the application site area are notified and this has been carried out. The physical impact of the route on any existing business is a separate legal matter for any affected party to consider.</p> <p><b>Conclusion</b> The proposed development supports the Council's City Deal investment aims and will make a significant contribution to the Renfrewshire economy. Whilst it is noted that two letters of objection have been received in relation to this proposal given the above assessment it is not considered that the concerns raised are sufficient to justify refusal of this planning application.</p> <p>It is considered that subject to the attached planning conditions the proposed development is acceptable.</p>
RECOMMENDATION	Grant subject to conditions

### Reason for Decision

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

### Conditions

1. That prior to construction works commencing, the applicant shall submit for the written approval of the Planning Authority a noise mitigation scheme for providing an offer of insulation or other suitable noise mitigation to owner/occupiers with any habitable rooms (living/bedrooms) within the residential properties at 54 Abercorn Street, Paisley. The noise mitigations scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of residential amenity.

2. That prior to construction works commencing, the applicant shall submit for the written approval of the Planning Authority a noise mitigation scheme for providing an offer of insulation or other suitable noise mitigation to owner/occupiers living in residential properties in Smith's Lane and Carlile Place, Paisley with any habitable rooms (living/bedrooms) experiencing 10 dB or greater increases in noise levels as a result of the additional road traffic generated by the development.

The noise mitigation scheme will be developed as follows:

- a) *A new baseline survey will be carried out prior to the construction works.*
- b) *Thereafter a new survey will be carried out within 3 months of the approved development being brought into use.*
- c) *Mitigation works will be offered to owner/occupiers of any property affected.*
- d) *A final noise survey will be carried out 5 years after opening.*
- e) *Mitigation will be offered to owner/occupiers of any property affected.*

The noise mitigations scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of residential amenity.

- 3. That prior to construction works commencing, detailed construction traffic data associated with the construction delivery partner shall be screened against the relevant criteria noted in section 4.5.3 of the Preliminary Air Quality Assessment ref AMIDSS-AMEY-EAQ-SWI-RP-LE-000001 P01.1 dated 19/05/2022) by Amey Consulting. The Preliminary Air Quality Assessment shall thereafter be updated accordingly and submitted for the written approval of the Planning Authority. If necessary, a detailed assessment of the potential impact from construction traffic on local air quality should be undertaken to provide a robust assessment of the proposals. Where necessary, the assessment will include any necessary mitigation measures to be incorporated into the design of the Scheme. Any mitigation shall thereafter be implemented on site during the construction phase to the satisfaction of the Council as Planning Authority.

Reason: In the interests of residential amenity.

- 4. The mitigation measures outlined in Chapter 8 of the Preliminary Air Quality Assessment ref AMIDSS-AMEY-EAQ-SWI-RP-LE-000001 P01.1 dated 19/05/2022 by Amey Consulting shall be implemented during the construction phase as part of a dust management plan to prevent any significant effects occurring to sensitive receptors from dust and particulate matter releases associated with the construction phase of the Scheme.

Reason: In the interests of residential amenity.

- 5. That during the construction phase, all works and ancillary operations which are audible outwith the site boundary shall be carried out only between the hours of 0800 and 1900 on Mondays to Fridays and between the hours of 0800 and 1300 on Saturdays. No such works shall take place on Sundays and Local Public Holidays. Works and ancillary operations which are audible outwith the site boundary shall only be permitted outwith these time periods with the prior written consent of the Planning Authority.

All mitigation measures as detailed in Section 1.9. of the Noise and Vibration Assessment by Amey Consulting shall also be implemented on

site during the construction phase of the development in order to reduce impact of noise during construction. These measures are also described in further detail in BS 5228-1 Code of practice for noise and vibration control on construction and open sites.

Reason – In the interests of residential amenity.

6. No development shall commence on site until written approval of:
- a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); 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  
both prepared in accordance with current authoritative technical guidance, and if relevant
  - c) A phasing plan showing how the development area is to be subdivided for the purposes of remediation and/or verification reporting.  
has been provided to and approved by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

7. Prior to placement of the final wearing course on the carriageway within an identified phase/zone
- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy for that phase of development; or
  - b) if remediation works are not required but soils are to be imported to site, a Verification Report confirming imported soils are suitable for use on the site

shall be prepared in accordance with current authoritative technical guidance, submitted to the Planning Authority and approved in writing by the Council.

Reason: To demonstrate that the works necessary to make the site suitable for use have been completed.

8. Development shall not commence until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

The approved BHMP shall be implemented on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the BHMP are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: 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.

9. That no development shall take place within the development 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 the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure suitable investigations are undertaken in the interests of safeguarding archaeological heritage.

10. That prior to the commencement of development on site, full details of all soft and water landscaping works shall be submitted as part of a landscape strategy for the written approval of the Planning Authority. The landscape strategy shall include (but not be limited to) provisions in respect of:
  - all existing trees and hedgerows to be retained including the management of these features,
  - confirmation of tree protection measures to be implemented on site to protect existing trees during the construction phase,
  - confirmation of any hedgerows or trees that need to be removed,
  - all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, turfing including size, species, spacing and location,
  - all areas of hard standing including location and materials,
  - all areas of surface water including ponds,
  - the implementation of all biodiversity and habitat enhancements and areas of compensatory planting including (but not limited to) those set out within the Preliminary Ecological Appraisal by Amey Consulting dated 2022/05/19,
  - compliance with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design,
  - a timetable for the implementation of the landscape strategy,
  - a strategy for the future management and maintenance of all landscaped areas including provision for replacement of trees, shrubs, hedgerows, and areas of grass/wildflower seeding and turfing if they were to become diseased, die, become seriously damaged or are removed within 5 years of being planted.

The approved landscape strategy shall thereafter be implemented on site in accordance with the approved timetable and shall be managed and maintained thereafter to the satisfaction of the Council as Planning Authority.

No subsequent alterations to the approved landscaping strategy are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: To avoid endangering the safe movement of aircraft and the operations of Glasgow Airport, and to ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

11. Prior to the commencement of development on site, details shall be submitted for the written approval of the Planning Authority which clarifies the implementation of the active travel route along Inchinnan Road, including any required tree removal. For the avoidance of doubt, consideration shall be given to the retention of trees.

In the event of any tree removal, a compensatory planting scheme shall be submitted for the written approval of the Planning Authority prior to any works commencing.

Reason: In the interest of tree protection.

12. That prior to the commencement of development on site, the developer shall submit a detailed Construction Environmental Management Plan (CEMP) for the written approval of the Planning Authority. The CEMP shall include (but not be limited to) provisions in respect of:

- waste management
- pollution control, monitoring, and mitigation
- good practice in environmental and ecological protection including protected species

The approved CEMP shall thereafter be implemented on site during the construction phase.

Reason: To ensure environmental controls are in place during the construction phase in the interests of protecting the water and natural environment.

13. That prior to the commencement of development on site, the developer shall submit a detailed drainage strategy for the written approval of the Planning Authority. The strategy shall detail the capture and treatment of surface water run off before it enters the surrounding water environment. Only the approved drainage strategy shall thereafter be implemented on site.

Reason: To protect the water and natural environment.

14. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a set of drawings detailing the final design of the bridge crossing over the White Cart Water. Only the approved details shall thereafter be implemented.

Reason: To ensure the final design of the bridge crossing is acceptable in the interests of visual amenity.



15. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a set of drawings detailing the final design of the two lane road and associated infrastructure. The drawings shall include (but not be limited to) details in respect of:

- The layout of the carriageway including provision for footways, cycle ways and active travel routes.
- All junctions including where the east/west link road meets Renfrew Road and where the north/south link road meets Inchinnan Road.
- Hard surface finishes.
- Boundary treatments
- The intersection of the east/west link with the Paisley-Renfrew cycle link.
- All soft landscaping including swales, verges, and street trees.
- The pedestrian and cyclist only area at the junction of Abercorn Street and Harbour Road.

Only the approved details shall thereafter be implemented on site.

Reason: To ensure the final design of the road network is acceptable in the interests of traffic safety and promotion of active travel.

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 James Weir on 07483370666



# Planning Application: Report of Handling

Reference No. 22/0582/PP



## KEY INFORMATION

**Ward:** 12 – Erskine and Inchinnan

**Applicant:** Mactaggart & Mickel Investments Limited

**Registered:** 16.08.2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of Solar Park and associated infrastructure including substations, boundary fencing and access tracks.

**LOCATION:** Site Between Nether Southbar and East Fulwood, Greenock Road, Inchinnan

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy & Development

## IDENTIFIED KEY ISSUES

- The development complies with policies ENV1, ENV2, ENV4, I3 and I4 within the adopted Local Development Plan, the associated new development supplementary guidance, and the criteria outlined in Scottish Planning Policy.
- The development has been subject to a Habitats Regulations Appraisal and Appropriate Assessment.
- There have been no objections from consultees.
- There have been two letters of representation.

## REPORT OF HANDLING FOR APPLICATION 22/0582/PP

SITE ADDRESS	Site Between Nether Southbar and East Fulwood, Greenock Road, Inchinnan
PROPOSAL	Erection of Solar Park and associated infrastructure including substations, boundary fencing and access tracks.
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the erection of a solar park with associated infrastructure, boundary fencing and access tracks on land located between Houston Road and Greenock Road approx. 1.6km to the north west of Glasgow Airport.</p> <p>The application site is irregularly shaped and extends to approximately 41 hectares in area. The land is generally flat and low lying. It is agricultural in nature and incorporates a number of fields with associated boundary fences, hedges, burns and small groups of vegetation.</p> <p>The site is bound by agricultural land to the east and west. The M8 motorway is beyond the land to the west, with Barnsford Road and Inchinnan Business Park beyond the land to the east. Proposed access to the site is via both Houston Road to the south and Greenock Road to the north. There are dwellinghouses at North Commonside, East Fulwood, East Fulwood Cottage and Nether Southbar which are within 50m of the site boundary.</p> <p>The proposed solar park has a generating capacity of 14.3MW. Solar Panels will occupy approx. 50% of the site. The panels will be arranged in rows orientated to the south. The height of the panels and associated mounting frame is 3.3m at the highest point.</p> <p>The other 50% of the site will be given over to landscaping and cereal crops for migratory whooper swans, with associated access tracks and compound storage areas. Other components of the development include inverters, substations, CCTV cameras and perimeter fencing.</p> <p>This report relates to an application that would normally fall within the Council's scheme of delegation to be determined by an appointed officer. However, a request has been submitted by three members, within 21 days of the application appearing on the weekly list, that the matter be removed from the scheme of delegation for determination by the Board.</p> <p>It was considered that the potential impact a development of this scale may have on the designation status of the land or on ecology and visual impact required to be fully considered prior to any</p>
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	decision being made.
SITE HISTORY	<p>Application No. 21/1620/EA</p> <p>Description. Request for screening opinion as to the requirement for an Environmental Impact Assessment relating to the erection of solar farm comprising ground mounted fixed solar panels, invertors, access track and associated infrastructure.</p> <p>Decision. Environmental Impact Assessment not required.</p>
CONSULTATIONS	<p><b>NatureScot</b> – No objection subject to condition regarding the timing of works and the use of an ecological Clerk of Works to oversee the works.</p> <p><b>Chief Executive's Service (Roads Development)</b> – No objection subject to conditions regarding the access and associated visibility splay.</p> <p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objection subject to conditions relating to noise, security lighting and land contamination.</p> <p><b>West of Scotland Archaeology Service</b> – No objection subject to condition regarding archaeological investigation.</p> <p><b>SEPA</b> – No objection.</p> <p><b>NATS</b> – No objection.</p> <p><b>Glasgow Airport Safeguarding</b> – No objection subject to conditions regarding bird hazard management and landscaping</p> <p><b>Scottish Power Networks</b> – No comments</p>
REPRESENTATIONS	<p>Two letters of representation have been received, which object to the proposed development. The points raised can be summarised as follows.</p> <ol style="list-style-type: none"> <li>1. Impact on existing drainage network.</li> <li>2. Visual impact and loss of landscape character.</li> <li>3. Loss of arable land.</li> <li>4. Loss of wildlife habitat.</li> <li>5. Noise and vibration from construction traffic.</li> </ol>

	<p>6. No benefits to local community.</p> <p>7. Production of electromagnetic waves which are detrimental to health.</p> <p>8. Loss of property value.</p>
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy ENV1 – Green Belt  Policy ENV2 – Natural Heritage  Policy ENV4 – The Water Environment  Policy I3 – Flooding and Drainage  Policy I4 – Renewable and Low Carbon Energy Developments</p> <p><b>New Development Supplementary Guidance (2021)</b></p> <p>Delivering the Environment Strategy  Delivering the Infrastructure Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy  Planning Advice Note – Solar Farm Developments in Renfrewshire</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
HABITATS REGULATIONS ASSESSMENT AND APPROPRIATE ASSESSMENT	<p>A Habitats Regulations Appraisal (HRA) was undertaken to determine the potential impact of the development on the qualifying interests of the Black Cart Special Protection Area (SPA) and its migratory population of whooper swans. While the site does not infringe upon the boundaries of the SPA, it is located within the expansive area of feeding grounds associated with the SPA.</p> <p>The HRA concluded that there would be likely significant effects on the SPA due to the loss of foraging habitat and the impact from noise and disturbance during the construction phase. The proposed development should therefore be subject to an Appropriate Assessment (AA).</p> <p>The AA concluded that there will be no adverse effect on the integrity of the SPA and that its qualifying interests and conservation objectives will continue to be met subject to the implementation of mitigation measures including provision of a permanent feeding resource on site for the whooper swans, and control of activities</p>

	<p>during the construction phase via the appointment of an ecological Clerk of Works (ECOW).</p> <p>NatureScot have been consulted and have confirmed that the proposed development could be progressed with appropriate mitigation identified in the AA. The mitigation requirements will be attached as a condition of the planning permission.</p>
ENVIRONMENTAL ASSESSMENT	<p>The proposed development has been screened against The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and was determined that an environmental assessment was not required to accompany the planning application. All environmental matters associated with the application can therefore be suitably addressed via the planning assessment in this regard.</p>
PLANNING ASSESSMENT	<p>The fourth National Planning Framework (NPF4) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p><b>Policy ENV1</b> states that development within the green belt will only be considered acceptable where it can be demonstrated that it is compatible with the provisions of the new development supplementary guidance.</p> <p>The supplementary guidance sets out several forms of development which are acceptable within the green belt. This includes renewable energy developments. The proposed solar farm is therefore considered to be an acceptable development within the green belt in principle.</p> <p>All developments within the green belt thereafter require to be assessed against the green belt development criteria. Each criterion will be assessed in turn.</p> <p>The development will not result in the loss of prime quality agricultural land or agricultural land of lesser quality that is locally important.</p> <p>The land has a designated classification of 3.2, with prime quality classification being 1, 2 or 3.1. The classification designates the land as being suitable for arable production. It is accepted that the development will prohibit arable farming from taking place where the</p>

	<p>panels are located. However, land will be set aside to provide a feeding resource for the whooper swans e.g. oil seed rape.</p> <p>There is no impact on any wild land designations.</p> <p>The proposed development will be accessed via an existing farm track from Greenock Road to the north, and an existing field access from Houston Road to the south.</p> <p>Roads Officers have requested conditions relating to positioning of gates, surfacing of the access tracks, visibility sightlines and the provision of signage during the construction phase. These requirements can be controlled by the recommended planning conditions attached to the report.</p> <p>The applicant has submitted plans which show that the requested visibility splays can be formed, and that the land to either side of the access is either under the control of the applicant or forms part of the adopted verge. The plans do not indicate whether existing hedgerows will need to be removed to accommodate the sightlines. Should this be necessary appropriate replanting can be carried out and a planning condition is attached to control this matter.</p> <p>It is not anticipated that the development will have a significant effect on public water supply or water courses from any pollution risk. SEPA note that a 10m buffer zone has been provided around all water courses, and the nature of the operation of the solar park does not raise any significant pollution risk. It is considered that pollution risk during the construction stage can be managed via a Construction Environmental Management Plan.</p> <p>The application site does not impact any core paths or active travel routes, and there is no requirement to deliver new routes as part of the scheme. There is also no detrimental impact on access to open space.</p> <p>Regarding landscape character, the site comprises an area of low lying and flat farmland with a network of field boundaries comprising of hedgerows and some mature trees. The area surrounding the site contains various infrastructure features which include the M8 motorway and railway line to the west, and a line of electricity pylons to the east. The built-up areas at Inchinnan Business Park further east, and Glasgow Airport to the south east are also visible.</p> <p>Given the openness of the site and the expansive nature of the solar park (including the panels and all associated ancillary components including boundary fencing), the development will be visible from locations outwith the site. However, the submitted Landscape and Visual Impact Assessment concludes that while the impact on the site itself will be significant, the effect on the immediate surrounding area would not be significant.</p>
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	<p>This conclusion is based on the relationship between the development when viewed in context with existing infrastructure and built features in the immediate area, and the implementation of a robust landscaping plan to soften the boundaries of the site. The landscaping plan would include the management of existing hedgerows to create an improved screen, and reinforcement of boundaries via additional tree, hedgerow, and riparian planting. The final details of the landscaping scheme can be managed via condition.</p> <p>In addition to the above, consideration has also been given to the groupings of the solar panels. They are predominantly set back from road frontages, and there are buffer zones between the panels and the closest neighbouring residential properties (approx. 18m buffer to North Commonsides and approx. 83m buffer to East Fulwood).</p> <p>Therefore, while it is acknowledged that the solar park will be visible within the landscape, it is not considered that the impact on landscape character will be significant provided a robust landscaping scheme is implemented as part of the development. An appropriate planning condition can be imposed to control this matter.</p> <p>All services necessary to implement the development are available or can be provided.</p> <p>Potential impact on protected species and designated areas has been considered in detail as part of the HRA and AA process. It is noted that the layout includes areas set aside to provide a permanent feeding resource for whooper swans.</p> <p>There are no natural heritage designations within the site itself. To enhance biodiversity and habitat value, the developer has advised that several measures could be accommodated within the overall landscaping framework including bird boxes, hedgerow management, bare soil scrapes and the creation of wildflower meadows. The implementation of these measures would improve the habitat within the site for red listed farmland bird species and will be controlled as part of the overall landscaping strategy in conjunction with the ecology recommendations should planning permission be granted.</p> <p>It is noted that the implementation of the solar park would provide an opportunity to improve the overall biodiversity and habitat value of the site to that of its current state. Furthermore, NatureScot have confirmed that the development will still provide a suitable feeding resource for whooper swans as a result of the land that will be set aside from development and will continue to be sown. The additional measures noted above will also enhance the site for other species that would not benefit if the site remained as agricultural land.</p> <p>In view of the above, I am satisfied that the development complies with Policy ENV1.</p>
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	<p>Matters relating to <b>Policy ENV2</b> Natural Heritage and <b>Policy ENV4</b> The Water Environment have been discussed above, and I am satisfied that the development is also compliant with these policies.</p> <p><b>Policy I4</b> states that renewable energy development should be considered against the relevant criteria set out in Scottish Planning Policy (SPP) and in relation to the scale of the contribution towards renewable energy targets. They will be supported in principle where they are appropriate in terms of location, siting and design.</p> <p>The development therefore requires to be assessed against the criteria outlined in SPP in addition to those set out in Policy I4, the associated new development supplementary guidance, and the Planning Advice Note on Solar Farm Developments.</p> <p>Regarding the criteria within SPP, the applicant has set out anticipated socio-economic benefits arising from the project during both the construction and operational phases. This includes both direct and indirect job creation and capital investment. The development will create opportunities for businesses and supply chains associated with the renewable energy sector.</p> <p>Additionally, the solar farm has the capacity to supply up to 14.3MW of green energy either into the national grid network or directly to businesses in the surrounding area. Diversification of energy supply can bring about socio-economic benefits through increased energy security and independence.</p> <p>The proposed solar farm capacity is equivalent to the annual demand of over 5,000 dwellings with median electrical consumption. The energy being generated post installation is zero carbon. Based on the average carbon intensity per kwh associated with current energy generation, the development has the potential to prevent the release of up to 2,821 tonnes of CO2 per annum if operating at full capacity.</p> <p>The Scottish Government's Climate Change Plan has set a target of achieving net zero emissions by 2045. The proposed development will contribute to achieving this target through the continued decarbonisation and diversification of the electricity supply.</p> <p>With regard to cumulative impacts, it is noted that an application for a solar farm is currently under consideration on land to the southeast of the application site at Walkinshaw Brickworks (see application 22/0746/PP). There is a separation distance of approx. 1.2km between the development sites.</p> <p>The site at Walkinshaw Brickworks is smaller in area, and it is not considered that the developments would coalesce in visual terms given the separation distance and the intervening landscape features including the Black Cart Water. There is capacity within the</p>
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	<p>landscape to absorb both developments without significant detrimental impact on character and amenity.</p> <p>There are dwellinghouses at North Commonside, East Fulwood, East Fulwood Cottage and Nether Southbar which are within 50m of the site boundary. The solar panels have been set back from these properties, and there will be opportunities to provide additional landscape screening where required through the attached landscaping condition. It is not considered that the amenity of the properties in question will be significantly detrimentally affected.</p> <p>The operation of the site does not raise any issues about air quality. The Environmental Protection Team have also advised that potential noise impact is acceptable subject to implementation of the mitigation measures set out in sections 6.10 and 6.11 of the noise assessment which comprises erection of 2.2m high acoustic barriers around the inverter stations closest to residential properties. The mitigation has been calculated on the basis that the invertors would be working at full capacity through the day and night time period, and this barrier suitably mitigates the worst case scenario on this basis. Implementation of the acoustic barrier can be controlled via condition.</p> <p>The applicants have submitted a glint and glare assessment which assesses potential impact on nearby sensitive receptors including the residential properties noted above which are closest to the site. The Environmental Protection Team have not commented on the glint and glare assessment as this matter is not a statutory nuisance. However, glint and glare may still have an impact on amenity. The nature of the impact is discussed below.</p> <p>While the assessment notes that the properties at North Commonside, East Fulwood, and East Fulwood Cottage will potentially be affected by glare from the solar panels, the analysis indicates that the potential for glare to impact these properties is minimal (up to 50 minutes exposure a day between March and October for the worst affected property) and as such the development will not have a significant adverse impact on amenity in this regard.</p> <p>It should also be noted that Glasgow Airport have offered no objections to the glint and glare assessment.</p> <p>The development will not impact any carbon rich soils such as peatland.</p> <p>There is no impact on public access, tourism, or recreation.</p> <p>There are no built heritage designations within or in proximity of the site.</p> <p>Both NATS and Glasgow Airport Safeguarding have offered no</p>
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	<p>objections to the development subject to conditions relating to bird hazard management. It is not anticipated that the development will have a detrimental impact on aviation subject to the imposition of these conditions.</p> <p>The Council's Roads Team have offered no objections regarding impact on the local road network, and it is not anticipated that the development will have any impact on the trunk road network. It is noted that during the operational phase the development will generate very few traffic movements.</p> <p>The potential impact on the traffic network from glint and glare has also been considered. Impact on the local road network is again expected to be minimal in duration, and glare will be mitigated by existing and proposed landscaping. There is no impact anticipated on the trunk road network.</p> <p>SEPA has offered no objection to the development regarding flood risk. As noted above the implementation of a CEMP and appropriate buffers around watercourses will reduce pollution risk.</p> <p>It is considered prudent to ensure that if the solar park requires to be decommissioned or reaches end of life, that the land is restored to its previous use. This can be controlled by appropriate planning conditions requiring restoration of the site and the submission of a restoration bond or other financial guarantee to ensure the costs of decommissioning and site restoration can be met.</p> <p>In the event the site was decommissioned the site would be required to be returned to its previous agricultural use within the green belt and would not be reclassified as brownfield land.</p> <p>The development does not currently include provision for energy storage.</p> <p>In view of the above, the development is considered to meet the criteria outlined in SPP.</p> <p>The criteria outlined in Policy I4 and the associated guidance generally mirror that within the SPP. Additional criteria relevant to the proposal which have not already been addressed above are considered as follows.</p> <p>Regarding site selection the applicant has advised that proximity to a grid connection point was a key consideration. Other areas of land were discounted on this basis. The topography is also favourable with respect to sunlight exposure.</p> <p>The applicant has also demonstrated the scale of contribution to renewable energy generation targets and the effect on carbon emission reduction.</p>
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	<p>Appropriate planning conditions can also be imposed to ensure details of security lighting, CCTV columns and fencing are submitted for approval to ensure they are kept to a minimum, screened where necessary, and that natural features are used where possible.</p> <p>With regard to boundary fencing, it is noted that security fencing is proposed around the site. However, the applicant has been advised that this style of fencing is not acceptable, and that deer stock style fencing would be more appropriate. The applicant has agreed to the deer stock fencing, and a planning condition is attached to control this matter.</p> <p>Access tracks within the site have been kept to the minimum necessary regarding implementation and maintenance of the solar park. It is not considered that the tracks will prohibit the land from being returned to its previous use.</p> <p>Details of all ancillary plant and equipment and their location within the site have been provided. The main site office building is located at the Houston Road access, with associated inverters and transformers distributed at various locations within the site. These ancillary components are not of significant scale or height, and where concentrations do exist (such as the Houston Road access) they will be screened as part of the landscape strategy.</p> <p>The proposed solar panels will be mounted on frames that are pile driven, and so do not require foundations. This will allow the land to return to its previous use. Concrete platforms may be formed to support some of the ancillary equipment. However, the impact of these will be minimal and again would not prohibit the land from being returned to its previous use. There are no earthworks or level changes proposed to the existing topography.</p> <p>A land management programme will be submitted as part of the landscaping strategy. This will specify measures to ensure provision of the sacrificial feed crop for the whooper swans, and also management of the grassland around the panels which could include management through grazing if this is necessary and compatible with the biodiversity and habitat enhancements noted above.</p> <p>The undertaking of a pre and post construction road survey can be managed via condition as part of a construction traffic management plan.</p> <p>In view of the above assessment, it is considered that the proposed development complies with SPP, Policy I4 and the associated guidance.</p> <p>The provisions relevant to <b>Policy I3</b> on flooding and drainage have also been considered above. In summary the development is not at risk from flooding and will not increase flood risk elsewhere. The water environment will be protected during construction, and</p>
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	<p>biodiversity enhancements will be sought including riparian planting to improve habitat within and around existing watercourses. On this basis the proposed development is considered to comply with Policy I3.</p> <p>In response to the points raised in the <b>letters of representation</b>.</p> <p>Points 2, 3, 4 and 6 have been responded to as part of the above assessment.</p> <p>Points 7 and 8 are not material planning considerations.</p> <p>With regard to point 5, potential noise and vibration associated with the construction phase, the objector's concerns are noted. However, after consultation the Environmental Protection Team had no objection to the proposal subject to the imposition of appropriate mitigation to control these matters. Therefore should planning permission be imposed appropriate planning conditions have been attached to address these requirements.</p> <p>In addition to the above it is considered that all other potential impacts on residential amenity (noise, glare, outlook etc) have been addressed in the above assessment. It has been demonstrated that these potential impacts can be mitigated, and I am satisfied that residential amenity will not be significantly impacted.</p> <p>With regard to point 1 it is ultimately the developer's responsibility to take cognisance of existing utility infrastructure within the site. The applicant is aware of the drainage referred to in the representation, and that it is their responsibility to ensure it is accounted for during the construction process.</p> <p><b>Conclusion</b></p> <p>The proposed development supports national policy and will contribute to the continued decarbonisation and diversification of the electricity supply. Whilst it is noted that two letters of objection have been received in relation to this proposal given the above assessment it is not considered that the concerns raised are sufficient to justify refusal of this planning application.</p> <p>It is considered that subject to the attached planning conditions the proposed development is acceptable.</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. The development to which this permission relates must be begun not later than the expiration of three years from the date of its grant.

Reason: This condition is for the purpose of the good planning of the area, to ensure that the permission will lapse if it is not implemented within three years.

2. The development is hereby approved for a temporary period of 25 years from the date of final commissioning of the development. Written confirmation of the date of first commissioning shall be provided to the Planning Authority no later than one calendar month after that date.

Reason: In order to retain effective planning control.

3. Prior to the commencement of development a decommissioning, restoration and aftercare strategy shall be submitted to and approved in writing by the Planning Authority. The strategy shall detail measures for the decommissioning of the development, restoration and aftercare of the site and will include, without limitation, proposals for the removal of all elements of the development, the treatment of ground surfaces, the management and timing of the works, and environmental management provision for the site's return to agricultural use.

Reason: To ensure the decommissioning and removal of the development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

4. No later than 3 years prior to decommissioning of the development or the expiration of this consent (whichever is the earlier) a detailed decommissioning, restoration and aftercare plan, based upon the principles of the approved decommissioning, restoration and aftercare strategy, shall be submitted to the Planning Authority for written approval in consultation with NatureScot. The detailed decommissioning, restoration and aftercare plan will provide updated and detailed proposals for removal of above ground elements of the development, the treatment of ground surfaces, the management and timing of the works and environment management provisions. The development shall be decommissioned, site restored and aftercare thereafter undertaken in accordance with the approved plan, unless otherwise agreed in writing in advance with the Planning Authority.

Reason: To ensure the decommissioning and removal of the development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

5. The decommissioning and restoration of the site shall be completed within 2 years from the date on which the development ceases to generate electricity unless otherwise agreed in writing with the Planning Authority.

Reason: In the interests of safety, amenity and environmental protection.

6. If any solar panel fails to produce an electricity supply to the grid for a continuous period of 12 months then, unless otherwise agreed in writing by the Planning Authority, the solar panel and any associated above ground infrastructure solely required for that panel(s) shall be dismantled and removed from the site and the area around the panel restored in accordance with a scheme to be submitted to and approved in writing by the Planning Authority.

Reason: To ensure that any redundant solar panel is removed from site, in the interests of safety, amenity and environmental protection.

7. Prior to the commencement of the development hereby approved, a bond or other such financial guarantee to cover decommissioning, site restoration and aftercare liabilities imposed on the expiry of this consent will be submitted for the written approval of the planning authority. Such guarantee must:

- a) be granted in favour of the planning authority;
- b) be granted by a bank or other institution which is of sound financial standing and capable of fulfilling the obligations under the guarantee;
- c) be for an amount which covers the value of all site restoration and aftercare liabilities as determined by the planning authority at the commencement of development
- d) contain provisions so that all the site restoration and aftercare liabilities as determined at the commencement of development shall be increased on each fifth anniversary of the date of this consent.
- e) come into effect on or before the date of commencement of development, and expire no earlier than 24 months after the end of the aftercare period.

No work shall begin at the site until written approval of the Planning Authority has been given to the terms of such guarantee and thereafter the validly executed guarantee has been delivered to the planning authority.

The developer shall ensure that the bond or other financial provision approved is in place throughout the life of the development until the completion of its decommissioning and restoration.

In the event that the guarantee becomes invalid for any reason, no operations will be carried out on site until a replacement guarantee completed in accordance with the terms of this condition is lodged with the Planning Authority.

Reason: In the interests of amenity and in order to retain effective planning control.

8. That no development shall take place within the development 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 the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure suitable investigations are undertaken in the interests of safeguarding archaeological heritage.

9. No development shall commence on site until written approval of:
- a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
  - b) a Remediation Strategy and Implementation Plan setting out the proposed methods for implementing all remedial recommendations contained within the site investigation report and including (where relevant) a materials management plan and a phasing plan showing how the site is to be subdivided for the purposes of remedial implementation and/or verification reporting prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.

10. For the avoidance of doubt should remediation be required prior to completion of the development:
- a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; and/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 shall be submitted to the Planning Authority and approved in writing.

Reason: To demonstrate that works required to make the site suitable for use have been completed.

11. That prior to the solar park hereby approved becoming operational, the developer shall submit for the written approval of the Planning Authority details of the final design and location of the acoustic barrier(s) required for noise mitigation as noted within sections 6.10 and 6.11 of the Noise Impact Assessment by Bureau Veritas dated 16 August 2022. The approved acoustic barrier shall thereafter be implemented on site prior to the solar park becoming operational and shall be maintained for the life that the solar park is operational to the satisfaction of the Planning Authority.

Reason: In the interests of residential amenity.



12. Development shall not commence until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

The submitted BHMP shall include details of the management of the ground mounted solar panels which may be attractive to nesting, roosting or “loafing” birds, and the maintenance of planted and landscaped areas. The BHMP plan shall comply with Advice Note 3 – Wildlife Hazards.

The approved BHMP shall be implemented on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the BHMP are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: 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.

13. That prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include (but not be limited to) provisions in respect of:

- mitigation measures for potential dust, noise, and vibration impacts on nearby residential properties,
- waste management, pollution control and mitigation,
- a plan showing existing drainage pipes and other utilities within the site and procedures for how they will be safeguarded during construction,
- surface water management,
- tree protection measures for trees to be retained both within and on the edge of the site boundary,
- the location and layout of all site compounds,
- procedures for monitoring compliance and dealing with any breaches of the approved plan,
- the formation of access from the public road to accommodate construction vehicles including geometry, surfacing, and sightlines
- the additional signage on both public roads where access will be taken to inform drivers of the construction vehicles.
- details of proposed temporary site compound for storage of materials, machinery, and designated car parking.

The measures set out within the approved CEMP shall thereafter be implemented on site during the construction phase in conjunction with the measures already set out within the Construction and Access Plan (CAP) by The Greenspan Agency dated 11/08/2022.

Reason: To ensure environmental impacts are mitigated during the construction phase, and that the construction phase is undertaken safely.

14. That prior to the commencement of construction works on site, the developer shall submit for the written approval of the Planning Authority a



specification detailing the pre and post construction road condition survey to be undertaken on the local road network identified as part of the construction traffic route set out in figure 1 of the CAP (Construction and Access Plan).

The specification shall detail the survey scope and methodology, the timings of the survey, provision for selection of an alternative construction traffic route and notification to the Council of an alternative construction traffic route, provision for survey of the alternative construction traffic route, the methodology for identifying any extraordinary damage to the road (damage to the construction traffic route attributable to construction vehicles serving the development between the pre and post construction condition surveys but excluding fair wear and tear attributable to general vehicle use of the route over the same period) and the means by which any extraordinary damage will be repaired including timescales for completion of the works.

The pre and post construction road condition survey shall thereafter be undertaken in accordance with the approved specification, and all extraordinary damage repaired to the satisfaction of the Planning Authority.

Reason: To ensure any damage to the local road network arising from the construction of the development is repaired.

15. Prior to the commencement of development, an independent Ecological Clerk of Works (ECoW) shall be appointed by the developer and approved in writing by the Planning Authority. The terms of the appointment shall include the ECoW to be appointed prior to commencement of development, remaining appointed until the final commissioning of the development. The scope of work of the ECoW shall include (but not be limited to):
  - a) monitoring compliance with the ecological mitigation works that have been approved in this consent,
  - b) advising the developer on adequate protection of nature conservation interests on the site,
  - c) monitoring compliance with the Construction Environmental Management Plan of condition 13, and
  - d) confirming the location of the whooper swans to ensure that any such birds are more than 200m from the site before any work related to the approved development proceeds during the wintering period. Records must be kept of all decisions to proceed or postpone made by the appointed ECoW as well as the reasons for these decisions, and these records are to be made available to the Planning Authority and NatureScot on completion of all construction works.

Reason: To secure effective monitoring compliance with the environmental mitigation and management measures associated with the development.

16. Prior to the commencement of decommissioning an Ecological Clerk of Works (ECoW) shall be appointed by the developer and approved by the Planning Authority after consultation with NatureScot until the completion of aftercare or such earlier date as may be agreed in writing by the Planning Authority. The scope of work of the ECoW shall include those elements identified in condition 15 with the exception of point c) of that condition and

will include monitoring compliance with the Decommissioning, Restoration and Aftercare Plan required by condition 4.

Reason: To secure effective monitoring compliance with the environmental mitigation and management measures associated with the development.

17. That in addition to the requirements arising from conditions 12 and 13 above all construction works shall take place out with the wintering period from October to April inclusive when whooper swans are likely to be feeding in the area around the Black Cart Special Protection Area (SPA). If works require to be undertaken in the wintering period between October and April inclusive, written agreement must be sought with the Council as Planning Authority. For the avoidance of doubt no works of any kind associated with this development will take place when whooper swans are feeding within 200m of the application site boundary as defined by the red line on approved drawing 21-003-P-01 revision 6.

Reason: To ensure the population of whooper swans is not disturbed during the construction phase.

18. That prior to the commencement of development on site, full details of all soft and water landscaping works shall be submitted as part of a landscape strategy for the written approval of the Planning Authority. The landscape strategy shall include (but not be limited to) provisions in respect of:
- all existing trees and hedgerows to be retained including the management of these features,
  - confirmation of any hedgerows or trees that need to be removed including any to form the visibility splays associated with the access sightlines,
  - all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, turfing including size, species, spacing and location
  - all areas of hard standing including location and materials (including the initial 5m of any access track taken from the public road which shall be finished in a bituminous material),
  - all areas of surface water including ponds, and measures for the sustainable management and drainage of surface water where applicable,
  - the implementation of all biodiversity and habitat enhancements including (but not limited to) those set out within the Preliminary Ecological Appraisal by Brindley Associates dated June 2022,
  - details of the provision of sacrificial crops for swan foraging including type of crops, rotation, and management to ensure a consistent supply of food,
  - compliance with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design,
  - a timetable for the implementation of the landscape strategy,
  - a strategy for the future management and maintenance of all landscaped areas including provision for replacement of trees, shrubs, hedgerows and areas of grass/wildflower seeding and turfing if they were to become diseased, die, become seriously damaged or are removed within 5 years of being planted.

The approved landscape strategy shall thereafter be implemented on site in accordance with the approved timetable and shall be managed and maintained thereafter for the duration that the solar park is operational.

No subsequent alterations to the approved landscaping strategy are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport Safeguarding.

Reason: To avoid endangering the safe movement of aircraft and the operations of Glasgow Airport, and to ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

19. That prior to the commencement of development on site, the developer shall provide a specification for the written approval of the Planning Authority detailing the finishing materials and colour for the external elevations associated with all substations, inverters, transformers, office/welfare building or other building, plant and equipment associated with the development. Only the approved materials and colours shall thereafter be implemented on site as part of the development.

Reason: To ensure the buildings and associated plant are of a suitable finish in the interests of visual amenity.

20. That prior to the commencement of development on site, the developer shall provide a specification for the written approval of the Planning Authority detailing the location, design, materials and colour of all boundary fences, gates, walls, or other method of enclosure (including the acoustic barriers) to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be implemented on site. For the avoidance of doubt the site boundary fence shall be that of the standard used for a deer proof fence as detailed in approved drawing 1871/04 (and any subsequent approved revisions to this drawing).

Reason: To ensure the methods of enclosure are of a suitable design in the interests of visual amenity.

21. That prior to construction work commencing, the developer shall ensure that the visibility splays shown in approved drawings B944\_001 and B944\_002 (and any subsequent approved revisions to these drawings) are formed in accordance with drawings ensuring that any obstruction above 1.05m (measured from the level of the carriageway) in height is cleared. The visibility splays shall thereafter be maintained for the duration that the solar park is operational.

Reason: To ensure the site can be access safely.

22. That prior to the commencement of development on site, the developer shall provide for the written approval of the Planning Authority a specification detailing the design and location of any security lighting to be installed as part of the development. The lighting shall be located and designed to avoid

any statutory nuisance to residential properties. Only the lighting within the approved specification shall thereafter be implemented on site.

Reason: To ensure any proposed security lighting is suitably designed and located in the interests of visual and residential amenity.

23. That prior to the installation of any solar panels, the developer shall first provide written confirmation to the Planning Authority of the make, modal, design, and power rating of the solar panels to be used together with evidence to confirm the overall maximum generation capacity (output) of the development. The Planning Authority shall also be given notice of any replacement or upgrading of the solar panels at any stage throughout the operational phase of the solar park, again with accompanying evidence to confirm the overall maximum generation capacity (output). For the avoidance of doubt the overall generation capacity (output) shall not exceed 20MW.

Reason: To define the consent.

24. That the temporary site office(s) as shown in approved drawing 21-0003-P-15 shall be removed from site within 3 months of the commissioning of the solar park hereby approved unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure all temporary buildings are removed in the interests of visual amenity.

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 James Weir on 07483370666

# Planning Application: Report of Handling

Reference No. 22/0696/TP



## KEY INFORMATION

**Ward: (1) Renfrew North and Braehead**

**Applicant:**  
Mr Alister Milne  
Graham Construction  
Graham Site  
Meadowside Street  
Renfrew  
PA4 8SY

**Registered:**  
04 November 2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Removal of ten mature trees and approximately 50 smaller trees / saplings to facilitate construction of drainage line

**LOCATION:** Clyde Waterfront and Renfrew Riverside Infrastructure Project, Meadowside Street, Renfrew

**APPLICATION FOR:** Treeworks covered by a TPO



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## RECOMMENDATION

Grant subject to conditions

## IDENTIFIED KEY ISSUES

- The application proposes tree felling to enable the remediation of a historical drain at Blythwood, Renfrew to serve a section of a new road network proposed under the Clyde Waterfront and Renfrew Riverside project. The project is funded through the Glasgow Region City Deal.
- Policy E2 and Policy ENV2 of the Local Development Plan are relevant in the assessment of the application.
- Three letters of objection have been received. These refer to the visual impact of the tree felling and the loss of wildlife habitat and biodiversity.
- A supporting statement advises that the remediation of the drain would enable a reconfiguring of the road which would in turn allow additional trees to be retained, despite a previous consent allowing their removal.
- A scheme of compensatory planting has also been included. This proposes three replacement trees for every mature tree lost and two replacements for every smaller tree / sapling.

Alasdair Morrison  
Head of Economy & Development

# REPORT OF HANDLING FOR APPLICATION 22/0696/TP

SITE ADDRESS	Clyde Waterfront and Renfrew Riverside Infrastructure Project, Meadowside Street, Renfrew
PROPOSAL	Removal of ten mature trees and approximately 50 smaller trees / saplings to facilitate construction of drainage line
RECOMMENDATION	Grant, subject to conditions

PROPOSALS	<p>Tree works consent is sought for the felling of ten mature trees along with approximately fifty smaller trees / saplings within woodland at Blythswood in Renfrew.</p> <p>The tree removal is proposed in order to allow the remediation of a historic drain. It is proposed that the drain would be used in addressing water run-off from a portion of the new road approved as part of the wider Clyde Waterfront and Renfrew Riverside Regeneration Project. The project is funded through the Glasgow City Region City Deal.</p> <p>The use of this drain would allow the approved road to be lowered which would reduce the width of development required to form the road and its embankments. As a consequence, trees that would require to be removed through these works could now be retained.</p> <p>The mature trees proposed for removal to allow the drain to be restored comprise five ash, three sycamore, one beech and one oak. One of the ash trees to be removed has uprooted and is lying <i>in situ</i>. Approximately fifty other smaller trees with a trunk diameter of 200mm or less would also require to be removed. These mostly comprise of sycamore, with some ash, birch and beech included.</p> <p>This report relates to an application that would normally fall within the Council's scheme of delegation to be determined by an appointed officer. However, a request has been submitted by three members, within 21 days of the application appearing on the weekly list, that the matter be removed from the scheme of delegation for determination by the Board. It was considered that the loss of trees and the consequential loss of green space and biodiversity should be discussed in full prior to any decision being made.</p>
SITE HISTORY	<p>Application No: 17/0486/PP</p> <p>Description: The Clyde Waterfront and Renfrew Riverside Project (CWRR) for the construction of an opening bridge across the River Clyde, the construction of the Renfrew North Development Road, new and improved cycling and walking infrastructure and associated landscaping and ancillary infrastructure, and The Stopping-Up of consequential redundant sections of roads, footpaths and accesses.</p> <p>Decision: Granted subject to conditions by Scottish Ministers on 16/11/2018.</p>
CONSULTATIONS	No consultations required.



REPRESENTATIONS	Three letters of representation have been received objecting to the proposals. These raise concerns regarding the effects of the tree loss on wildlife habitats, biodiversity and visual impact on the landscape.
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b> Policy ENV2 – Natural Heritage Policy E2 – City Deal Investment Framework</p> <p><b>New Development Supplementary Guidance (2022)</b> Trees, Woodland and Forestry</p> <p><b>Material considerations</b> Renfrewshire Planning &amp; Development Tree Policy - 2022</p>
PLANNING ASSESSMENT	<p>Section 160 of the Town and Country Planning (Scotland) Act 1997 provides a Planning Authority with power to make a tree preservation order if it is expedient in the interests of amenity or if the trees, groups of trees or woodlands are of cultural or historical significance.</p> <p>The Tree Preservation Order (TPO) at Blythswood was made in 1993 to protect areas of amenity woodland to the east of the former Blythswood House which previously stood on the grounds of Renfrew Golf Club. The treework proposals in this case affect an area of the woodland which is described in the Order as mixed broadleaf and conifer woodland comprising mainly of birch, beech, sycamore, scots pine, oak, alder and willow.</p> <p>The treeworks require to be assessed in terms of their impact on amenity and that of the designation of the TPO for the woodland as well as the policies and guidance applicable for the assessment of treeworks applications.</p> <p>The fourth National Planning Framework (<b>NPF4</b>) although not yet formally adopted, was approved by Scottish Ministers on 11th January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p><b>Policy ENV 2</b> of the adopted Renfrewshire Local Development Plan (2021) states that proposals should preserve and, where possible, protect trees which are subject to TPOs, while the New Development</p>

	<p>Supplementary Guidance (2022) states that proposals should protect and promote the positive management of trees for their nature conservation interest.</p> <p>As an additional material consideration, the Council's Tree Policy advises that tree felling should only be supported where necessary in the interests of health and safety; where it is necessary and desirable for the continued growth of adjacent trees; or to address a severe adverse effect on the amenity of residential property.</p> <p>While it is recognised that the proposed treeworks do not strictly fall within these tests, the applicant has submitted supporting information outlining that the refurbishment of the drain would be beneficial to the long term health and quality of the protected woodland as well as reduce the treeworks needed that have already been approved for the new road network being delivered as part of the Clyde Waterfront and Renfrew Riverside project which is being funded through the Glasgow City Region City Deal. <b>Policy E2</b> of the Local Development Plan outlines a commitment to supporting the City Deal Investment Framework and is also therefore relevant in the context of this application.</p> <p>A statement submitted in support of the application provides background to the proposed treeworks. This advises that to progress tendering, land acquisition and statutory consents, a "specimen design" for the Clyde Waterfront and Renfrew Riverside project was initially agreed and planning permission granted for this in November 2018. However, as the project has progressed, certain efficiencies have been identified, one of which is the use of a historic drain which takes surface water from rear areas of a nearby industrial plant and Renfrew Golf Course.</p> <p>Investigation of the drain has found that it is no longer functioning properly due to damage at various locations, with areas of ground having collapsed, pipes broken or blocked with tree roots and manholes exposed and covered with debris. The statement advises that this has resulted in ponding around the route of the drain itself. Therefore, to make use of the drain, refurbishment works would require to be undertaken which would also entail the removal of trees along the route of the drain.</p> <p>A site inspection by the application case officer, undertaken during a period of above-average rainfall in November 2022, has observed that there is indeed considerable ponding around sections of the drain, with many of the trees proposed for removal standing in pooled water. The uncovered manholes were also observed during the site visit.</p> <p>On inspection of the trees to be felled it was noted that they are planted at sporadic locations in proximity to the route of the drain rather than in a consistent line. The zone of the proposed felling is also narrow and centrally located within the woodland. As such, any notable visual impact on the wider landscape is likely to be minimal. Additionally, none of the individual trees are observed to be</p>
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	<p>exceptional specimens. Nevertheless, it is recognised that the loss of trees from protected woodland requires sound justification.</p> <p>The supporting statement advises that the 2018 planning approval allowed the felling of various trees within the woodland to support the new road; however, it states that if the existing historical drain can be used, it would enable the road level to be dropped and the width of the road and its embankments to also be reduced. As a result of the reduction in the width of the road and embankments, the number of trees requiring to be felled under the original consent would be reduced. The statement advises in this respect that approximately 70 trees which are already consented for removal would be retained.</p> <p>Should consent be granted for this treeworks application it would result in a net saving in the overall number of trees lost. The statement advises that if the drain cannot be used, the project would require to revert to the original arrangement. The approved treeworks scheme is immediately adjacent to the new road and it is considered that the loss of these trees would have a greater visual impact on the surrounding area and be more costly as well as have a greater carbon impact in comparison to the approval of this alternative.</p> <p>It is also considered that as a consequence of the renovation of the drain, drainage within the woodland should improve by addressing the current ponding issues. This will be of wider benefit to the longer-term quality and health of the woodland.</p> <p>Within the submission the applicant has also set out a re-planting strategy in support of this application. This outlines an intention to plant three trees for every mature tree removed and two trees for each of the smaller trees / saplings removed. A plan submitted by the applicant identifies a series of potential locations for replanting adjacent to the new road, as well as alongside the route of the drain.</p> <p>The replacement trees would comprise a mixture of heavy standards, standards and feathereds. They would consist of species which are native to Scotland, comprising scots pine, hawthorn, bird cherry, hazel, sweet cherry, blackthorn, rowan and silver birch. These would accord with the chosen replacement species identified in a woodland management plan approved under the previous 2018 application, but with the addition of silver birch which the replanting strategy states is already prominent within the woodland and also beneficial in terms of its quick-growing nature and ability to withstand wet ground conditions.</p> <p>Inspection of the route of the drain notes that native silver birch is especially prominent towards the southern end of the drain. It is also noted that birch is referenced in the TPO. Its inclusion in the replanting scheme is therefore appropriate. The applicant also makes clear that the proposed replacement planting would be over and above the replanting which has already been committed to under previous permissions.</p>
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	<p><b>Conclusion</b></p> <p>Policy E2 of the Renfrewshire Local Development Plan (2021) sets out a commitment to supporting the City Deal Investment Framework. Planning permission has previously been granted for the wider Clyde Waterfront and Renfrew Riverside Project. This has accepted that some tree loss is inevitable in supporting the wider objectives of the scheme and the planning permission included consent for tree felling, together with replanting and woodland management measures. While this current treeworks application would include the removal of healthy trees, it reflects a refinement of the overall scheme which is considered to offer an overall more sustainable solution.</p> <p>The application would support a more efficient drainage system for the new road network that would result in an overall saving of around 10 trees that would otherwise be lost through a previous consent. The application also demonstrates that this solution would reduce the wider impact more generally of the new road network by allowing a drainage solution which would enable the road and embankments to be constructed to a reduced width and height. Furthermore, the remediation of the drain should also provide longer-term benefits to the woodland in terms of addressing current ponding issues and a commitment has been made to carry out replacement planting with native species which takes regard of the woodland management plan previously agreed.</p> <p>Three letters of objection have been received in relation to this application and have formed part of the consideration of the proposal. However, given the above assessment it is not considered that the concerns raised are sufficient to justify refusal of this planning application.</p> <p>It is therefore considered that the proposed treeworks are acceptable in this instance as they would support an improvement of the wider Clyde Waterfront and Renfrew Riverside scheme which would save trees overall, provide longer-term benefits to an existing area of protected woodland, as well as support a more sustainable drainage network for the wider project.</p>
RECOMMENDATION	Grant subject to conditions

### Reason for Decision

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

### Conditions

1. That within three months of the date of consent a detailed scheme of compensatory tree planting detailing the position, size and species of each individual tree and including a timetable for the replanting shall be submitted and approved in writing by Renfrewshire Council as Planning

Authority. The replacement tree planting shall thereafter be implemented in accordance with the agreed scheme and timetable.

Reason: In the interests of natural heritage and continuity of tree cover in the area.

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 Andrew Mackenzie on 0141 487 1375



# Planning Application: Report of Handling

Reference No. 22/0740/LB



## KEY INFORMATION

**Ward:** 5 – Paisley East and Central

**Applicant:**  
Renfrewshire Council

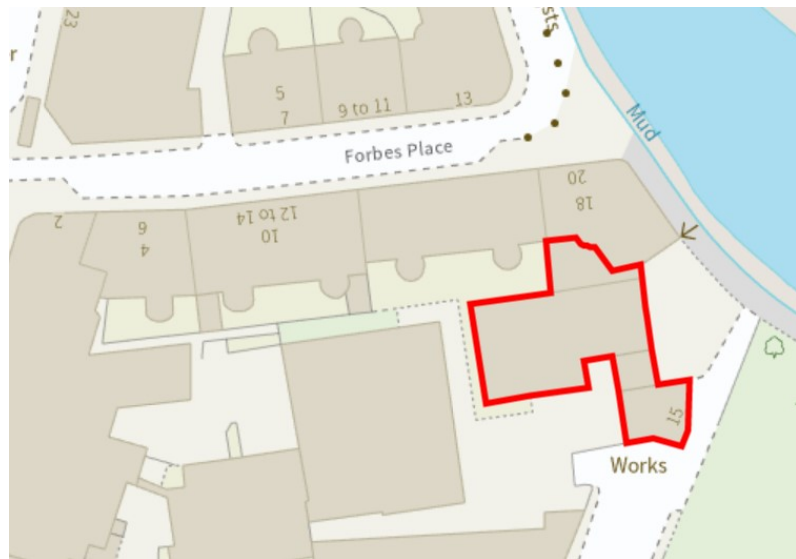
**Registered:** 28.10.2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Demolition of Kelvin House

**LOCATION:** Kelvin House, Marshall's Lane, Paisley, PA1 1UX

**APPLICATION FOR:** Listed Building Consent



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## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy &  
Development

## IDENTIFIED KEY ISSUES

- The proposed demolition complies with Policy ENV3 of the adopted Local Development Plan and the associated New Development Supplementary Guidance on Delivering the Environment Strategy.
- The proposed demolition has met the tests for demolition of a listed building as set out in the Scottish Historic Environment Policy.
- There have been no objections from Historic Environment Scotland.
- Comments have been received from the Scottish Civic Trust and the Architectural Heritage Society of Scotland
- Three letters of representation have been received, each of which object to the proposed development.

## REPORT OF HANDLING FOR APPLICATION 22/0740/LB

SITE ADDRESS	Kelvin House, Marshall's Lane, Paisley, PA1 1UX
PROPOSAL	Demolition of Kelvin House
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks listed building consent to demolish Kelvin House, a grade C listed building located in Paisley town centre. Kelvin House is an industrial building (with an art deco façade) constructed in the late 1930's. It is located adjacent to the White Cart opposite Paisley Abbey and is adjoined to the north by 16-20 Forbes Place, itself a grade B listed building.</p> <p>To the west of Kelvin House there is a decked car park, while to the south there is a former depot building which is also proposed for demolition under application 22/0741/CA. A new flatted development (Millhouse) is currently under construction on land beyond Marshall's Lane to the south east (Application Ref. 20/0533/PP).</p> <p>The demolition of Kelvin House has been proposed concurrently with the demolition of the former depot building to the south. It is anticipated that the demolition of these buildings will facilitate potential new development on the site to complement and help facilitate the retention and restoration of the listed buildings at Forbes Place.</p>
SITE HISTORY	<p>Application No: 22/0741/CA Description: Demolition of former depot building Decision: Pending Consideration</p> <p>Application No: 15/0007/LB Description: Erection of single storey extension to rear courtyard and external alterations to building. Decision: Grant subject to conditions.</p> <p>Application No: 15/0006/PP Description: Change of use from offices to hotel (Class 7) with ancillary bar/brasserie, event space, microbrewery, business centre and car parking and erection of single storey extensions, installation of dormer windows, solar panels, rooflights, formation of external access, erection of lift shaft, and external alterations. Decision: Grant subject to conditions.</p> <p>Application No: 01/1267/LB Description: Application of preventative measures to external window cills, cornices, string lines etc against roosting feral pigeons. Decision: Grant subject to conditions.</p>
CONSULTATIONS	<b>Historic Environment Scotland</b> – No objection. It is recognised that the repair and retention of Kelvin House is not economically viable.

	<p>Forbes Place would require to be protected during any demolition work and connections between the building would have to be made good to an appropriate standard.</p> <p><b>Scottish Civic Trust</b> – Welcome the restoration of Forbes Place. However, request that no demolition of Kelvin House takes place until redevelopment proposals have been approved, and that all reusable material is salvaged and appropriately recycled.</p> <p><b>The Architectural Heritage Society of Scotland</b> – Object on the grounds that demolition would result in a major loss to the towns 20<sup>th</sup> century heritage, the indicative proposed newbuild has no distinction and would make little contribution to placemaking, and retention and repurposing is more environmentally friendly.</p> <p><b>West of Scotland Archaeology Service</b> – No objection subject to condition regarding the implementation of a programme of archaeological works.</p>
REPRESENTATIONS	<p>Three letters of representation have been received, each of which object to the proposed development. The points raised can be summarised as follows.</p> <ol style="list-style-type: none"> <li>1. Loss of the building will further erode the town's built heritage.</li> <li>2. The building should be retained and incorporated into any future redevelopment.</li> <li>3. Kelvin House is one of 28 key buildings within the town centre conservation area.</li> <li>4. The application has been made by the Council on behalf of a developer as opposed to the developer themselves.</li> <li>5. The application should not be considered in the absence of a planning application for replacement development.</li> <li>6. The assertion that the building is not economically viable to retain is not backed up by a full survey of the condition of the building.</li> <li>7. Consent to demolish the building should only be granted if it is beyond repair.</li> <li>8. There has been other interest in the building beyond the offer noted in the submission.</li> <li>9. Redevelopment of the site with flats will not result in more significant benefits to growth as opposed to a scheme which brings Kelvin House back into use.</li> </ol>
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Approved January 2023 – <i>awaiting formal adoption</i>)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy ENV3 – Built and Cultural Heritage</p> <p><b>New Development Supplementary Guidance (2021)</b></p>

	<p>Delivering the Environment Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy  Historic Environment Scotland Policy Statement  Historic Environment Circular  Historic Environment Scotland's Managing Change in the Historic Environment Guidance Notes</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
PLANNING ASSESSMENT	<p>The fourth National Planning Framework (<b>NPF4</b>) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p>The Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant listed building consent for any works, special regard must be had to the desirability of preserving the listed building or its setting, or any features of special architectural or historic merit.</p> <p>The Historic Environment Policy and the associated <b>Managing Change in the Historic Environment Guidance Notes on Demolition</b> state that there is a strong presumption against the demolition of any listed building. Demolition of a listed building therefore has to be justified against one or more of the following tests:</p> <p>(1) that the building is not of special interest,</p> <p>(2) that the building is incapable of repair,</p> <p>(3) that the demolition of the building is essential to delivering significant benefits to economic growth or the wider community, and</p> <p>(4) that the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.</p>



	<p>The policies within the Local Development Plan and the associated New Development Supplementary Guidance mirror that outlined above.</p> <p>Each of the tests can be considered as follows:</p> <p><u>That the building is not of special interest</u></p> <p>The building is still considered to be of special interest. The building is an example of the work of James S. Maitland, and the 20<sup>th</sup> century art deco design adds variety and interest to Paisley's built heritage, albeit it is currently in very poor condition.</p> <p><u>That the building is incapable of repair</u></p> <p>The applicant has not sought to demonstrate that the building is beyond repair. While the building has been vacant for several years and is in poor condition, it is not considered to be incapable of repair. It is however important to note that the repair of the building is not considered to be economically viable.</p> <p><u>That the demolition of the building is essential to delivering significant benefits to economic growth or the wider community</u></p> <p>The applicant states that demolition of Kelvin House would be a catalyst for the redevelopment of this area including importantly the refurbishment of 16-20 Forbes Place. It is noted that both Kelvin House and Forbes Place have been vacant for some time, and that schemes which retain both buildings are not considered by the applicant (and previous bidders for the site) to be viable. There is therefore a risk that without intervention all buildings on the site could be lost over time as they deteriorate further.</p> <p>The buildings on Forbes Place are category B listed. They also occupy a prominent riverside location, and their loss to townscape heritage and place would have a significant impact. A development which retains and safeguards these buildings would clearly be beneficial. However, it needs to be demonstrated that there is no practical way of realising these benefits without demolishing Kelvin House.</p> <p>Information provided indicates that demolition of Kelvin House is essential to facilitate the refurbishment of Forbes Place. The inclusion of Kelvin House into a redevelopment scheme would be significantly challenging due to the resulting difficulties the scheme would have in meeting standards in amenity, daylighting into living spaces, car parking, liveable standards in ceiling heights and associated building warrant requirements as well as those required to resolve potential flood risk at the site.</p> <p>On this basis if a development including Kelvin House cannot be realised to secure the future of this area and that of Forbes Place, it</p>
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	<p>should be recognised that this prominent site cannot be successfully safeguarded to allow future economic and amenity benefits to come forward for the community.</p> <p><u>That the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period</u></p> <p>The site was most recently marketed in 2019. Only one offer was received by the Council as vendor. The offer stated it would only be viable with the demolition of Kelvin House as part of the redevelopment of the site.</p> <p>While it is noted above that the building is not considered to be beyond repair at this stage, the applicant has submitted evidence that the cost of repairs necessary to bring the building back into use are significant. Kelvin House has been subject to fire, smoke, and water damage in this regard.</p> <p>On this basis, it is asserted within the economic appraisal that the necessary repair works make any future redevelopment unviable as the costs would be significantly disproportionate to any economic return. This has been based on the highest value end use (residential). The viability constraints include limitations within the building footprint and its adaptability to residential or commercial use, the continuing deterioration of the building, and the significant costs of reinstatement within the constraints of a C listed building.</p> <p>The above assessment outlines the challenges associated with retention of Kelvin House from both a practical and economic viewpoint. Repair of the building is not considered to be economically viable, and demolition is justified on this basis.</p> <p>The argument that both Kelvin House and Forbes Place cannot both be retained is also accepted. The safeguarding and redevelopment of Forbes Place is contingent on the redevelopment of the remainder of the site, and to facilitate this it is necessary to demolish Kevin House and the former depot.</p> <p>The comments from Historic Environment Scotland (HES) are an important material consideration in the assessment of this application. HES do not object to the demolition, and they accept that repair and reinstatement of Kelvin House is not economically viable. Sufficient marketing of the building has been undertaken. The demolition meets the economic viability test in this regard.</p> <p>HES have advised that further information on the redevelopment of the site would be necessary before the wider community benefit and economic growth test can be satisfied. However further information does not need to be submitted in support of this application as the economic viability test has been met with respect to justifying the</p>
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	<p>demolition.</p> <p>Additionally, HES advise that because Forbes Place and Kelvin House are connected the resulting “hole” between the buildings would need to be built up before or during demolition. This matter can be addressed via condition.</p> <p><b>Policy ENV3</b> states that Renfrewshire’s built and cultural heritage, which includes listed buildings, will be safeguarded, conserved, and enhanced where appropriate.</p> <p>Regarding demolition, the <b>new development supplementary guidance</b> reflects the provisions set out in the historic environment policy. On this basis there is a presumption against demolition, and no listed building should be demolished unless it can be demonstrated that one of the four tests is met. In this instance the demolition is justified on the basis that repair of Kelvin House is not economically viable, and that it has been marketed for a reasonable period.</p> <p>The comments from the Scottish Civic Trust, the Architectural Heritage Society of Scotland and the representees are noted. However, it is considered that the applicant has met the statutory requirements in assessment of the justification for demolition of a listed building.</p> <p>The applicant has demonstrated that the retention of both Forbes Place and Kelvin House is not viable, and demolition of Kelvin House is required to ensure that the long-term future of the property at 16-20 Forbes Place is safeguarded. It is considered that if not progressed there is a risk that all the buildings could be lost. It is also noted that HES advise that of the two buildings Forbes Place has greater architectural, historic, and cultural significance.</p> <p>The submission includes two options for the redevelopment of the site either as part of a flattened development or as open space. However, it is important to note that these options are merely indicative/illustrative of how the site could be developed post demolition. Final redevelopment proposals for the site would require to be subject to formal assessment via the relevant planning and listed building application process. The applicant is not required to provide a finalised redevelopment proposal at this stage as demolition is justified on the grounds of economic viability. Notwithstanding the above, it is however considered prudent to attach a planning condition which seeks details of the demolition methodology as well as details relating to restoration and finish of the site post demolition.</p> <p>The comments from the West of Scotland Archaeology Service are also noted. Matters relating to archaeology and a strategy for salvage of materials can be managed by condition.</p>
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	<p><b>Conclusion</b></p> <p>The historic environment legislation does not prohibit the Council from making an application for the demolition of a listed building.</p> <p>The application can be assessed on its own merits with regards to the tests for demolition, and there is no requirement to provide a concurrent planning application for the redevelopment of the site or to consider the principle of redevelopment with respect to wider growth or benefits.</p> <p>The applicant has provided evidence of the marketing undertaken to reuse the building and has confirmed that only one offer was received during the last round of marketing in 2019.</p> <p>In view of the above assessment, I am satisfied that the demolition of the building is justified on the grounds that repair is not economically viable. The proposal complies with Policy ENV3.</p>
RECOMMENDATION	Grant subject to conditions

### Reason for Decision

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

### Conditions

1. No demolition shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure suitable provisions are in place in the interests of safeguarding archaeological heritage.

2. That prior to the commencement of demolition on site, the developer shall submit a Salvage Strategy for the written approval of the Planning Authority. The strategy shall set out measures to identify items that can be salvaged from the building and where possible re-used within the redevelopment of the site. The agreed upon measures shall thereafter be implemented on site during the demolition of the building.

Reason: The reinstatement of salvaged historic fabric will contribute positively

to the character of the new development.

3. That prior to the commencement of demolition on site, the developer shall submit a specification for the written approval of the Planning Authority detailing all repair works required to reinstate the exterior of 18-20 Forbes Place at the point(s) where it is currently connected to Kelvin House. The specification shall include details of all materials and surface finishes to be used in the repair, and a timetable for the implementation of the repairs as part of the overall demolition. The approved repairs shall thereafter be implemented on site in accordance with the approved specification and timetable.

Reason: To ensure the exterior of Forbes Place is reinstated in an appropriate manner in the interests of safeguarding the building.

4. That prior to the commencement of demolition on site, the developer shall submit a specification for the written approval of the Planning Authority detailing the method by which the building will be demolished, and how the site will be restored following demolition including (but not limited to) removal of demolition waste and material, any associated level changes or regrading of the site, and the final surface finish to the site following completion of demolition works. Demolition will thereafter be undertaken in accordance with the approved specification. For the avoidance of doubt this specification will require to be to a standard appropriate to the character of the conservation area and setting of the adjoining listed building.

Reason: To ensure the site is left in an acceptable manner following demolition and to safeguard the character of the conservation area.

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 James Weir on 07483370666



# Planning Application: Report of Handling

Reference No. 22/0741/CA



## KEY INFORMATION

**Ward:** 5 – Paisley East and Central

**Applicant:**  
Renfrewshire Council

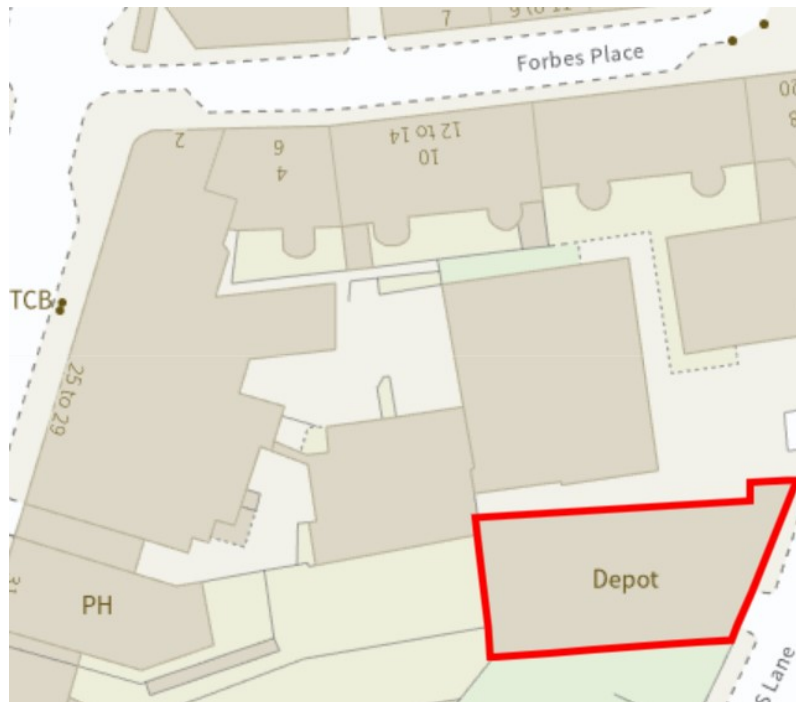
**Registered:** 28.10.2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Demolition of former depot building

**LOCATION:** Former Depot, Marshall's Lane, Paisley

**APPLICATION FOR:** Conservation Area Consent



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## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy &  
Development

## IDENTIFIED KEY ISSUES

- The proposed demolition complies with Policy ENV3 of the adopted Local Development Plan and the associated New Development Supplementary Guidance on Delivering the Environment Strategy.
- There has been no objection from Historic Environment Scotland
- The proposed demolition complies with national policy on conservation area consent together with the relevant policy guidance.
- There have been no letters of representation.

## REPORT OF HANDLING FOR APPLICATION 22/0741/CA

SITE ADDRESS	Former Depot, Marshall's Lane, Paisley
PROPOSAL	Demolition of former depot building
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks conservation area consent to demolish a vacant former depot building on Marshall's Lane within the Paisley Town Centre conservation area.</p> <p>The depot is constructed from brick, with a corrugated sheet metal roof. It is bound by Marshall's Lane to the east with a new residential flatted development beyond, Kelvin House and car parking to the north, and residential cottages and tenements and offices to the south and west.</p> <p>The demolition of the depot has been proposed concurrently with the demolition of Kelvin House to the north. It is anticipated that the demolition of these buildings will facilitate new development on the site which would include retention and restoration of Forbes Place.</p>
SITE HISTORY	<p>Application No: 22/0740/LB Description: Demolition of Kelvin House Decision: Pending consideration</p> <p>Application No: 16/0860/PP Description: Proposed use of existing car park as public pay and display short stay car park in conjunction with approved primary hotel use. Decision: Granted.</p> <p>Application No: 15/0007/LB Description: Erection of single storey extension to rear courtyard and external alterations to building. Decision: Grant subject to conditions.</p> <p>Application No: 15/0006/PP Description: Change of use from offices to hotel (Class 7) with ancillary bar/brasserie, event space, microbrewery, business centre and car parking and erection of single storey extensions, installation of dormer windows, solar panels, rooflights, formation of external access, erection of lift shaft, and external alterations. Decision: Grant subject to conditions.</p>
CONSULTATIONS	<p><b>Historic Environment Scotland</b> – No objections.</p> <p><b>West of Scotland Archaeology Service</b> – No objection subject to condition regarding the implementation of a programme of archaeological works.</p>



REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p><b>Renfrewshire Local Development Plan (2021)</b></p> <p>Policy ENV3 – Built and Cultural Heritage</p> <p><b>New Development Supplementary Guidance (2021)</b></p> <p>Delivering the Environment Strategy</p> <p><b>Material considerations</b></p> <p>Scottish Planning Policy  Historic Environment Scotland Policy Statement  Historic Environment Circular  Historic Environment Scotland's Managing Change in the Historic Environment Guidance Notes</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal shall require to be assessed against the policies and guidance set out above, the history of the site, the comments of the consultees and any objections received.</p>
PLANNING ASSESSMENT	<p>The fourth National Planning Framework (<b>NPF4</b>) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p>In considering the demolition of unlisted buildings in conservation areas, <b>Historic Environment Scotland's guidance</b> advises that planning authorities should consider the contribution that the building makes to the character, appearance, and history of the relevant conservation area. There is a presumption in favour of retention of unlisted buildings in conservation areas where they make a positive contribution to the character of the area.</p> <p>The depot building is of minimal architectural value and does not have any redeeming features with respect to design, finish, or detailing. Its current vacant status is also of detriment to the visual amenity of the area. The building does not make a significant or positive contribution to the character of the conservation area. Historic Environment</p>

	<p>Scotland have offered no objections to the proposed demolition. On this basis, I am satisfied that demolition of the building is acceptable.</p> <p>Historic Environment Scotland guidance advises that proposals for demolition of unlisted buildings in conservation areas should be considered in conjunction with details of replacement development as it is considered that gap sites could be harmful to the character of the conservation area if allowed to lie undeveloped for a significant time. The guidance also advises that demolition should not begin until evidence is given of contracts let for the redevelopment of the site. The key principle in such cases being that the character of the conservation area should be preserved or enhanced.</p> <p>This application and the associated listed building application have been submitted on the basis that without action the regeneration of this declining prominent site in the conservation area is economically unviable and the protection of Forbes Place, a category B listed building would be at risk. It is anticipated that the demolition of the depot and Kelvin House will support the repair and refurbishment of the buildings on Forbes Place as the viability of retaining the buildings on Forbes Place is contingent on a redevelopment scheme that includes this demolition work.</p> <p>In view of the above it is considered acceptable to allow this demolition work to take place without requiring evidence of contracts for redevelopment of the site before demolition takes place. However, it is recognised that the character of the conservation must be protected and should consent be granted an appropriate planning condition will be attached to control how the site is restored.</p> <p><b>Conclusion</b></p> <p>Having assessed the proposal against the Historic Environment Scotland Policy Statement and guidance notes, the adopted Renfrewshire Local Development Plan, and relevant Supplementary Guidance, it is considered that the demolition of the building would not be detrimental to the character of the conservation area, subject to the attached planning 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. No demolition shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of

investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure suitable provisions are in place in the interests of safeguarding archaeological heritage.

2. That prior to the commencement of demolition on site, the developer shall submit a specification for the written approval of the Planning Authority detailing the method by which the building will be demolished, and how the site will be restored following demolition including (but not limited to) removal of demolition waste and material, any associated level changes or regrading of the site, and the final surface finish to the site following completion of demolition works. Demolition will thereafter be undertaken in accordance with the approved specification. For the avoidance of doubt this specification will require to be to a standard appropriate to the character of the conservation area and setting of the adjoining listed building.

Reason: To ensure the site is left in an acceptable manner following demolition and to safeguard the character of the conservation area.

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 James Weir on 07483370666



# Planning Application: Report of Handling

Reference No. 22/0078/PP



## KEY INFORMATION

**Ward:** (9) Johnstone North, Kilbarchan, Howwood and Lochwinnoch

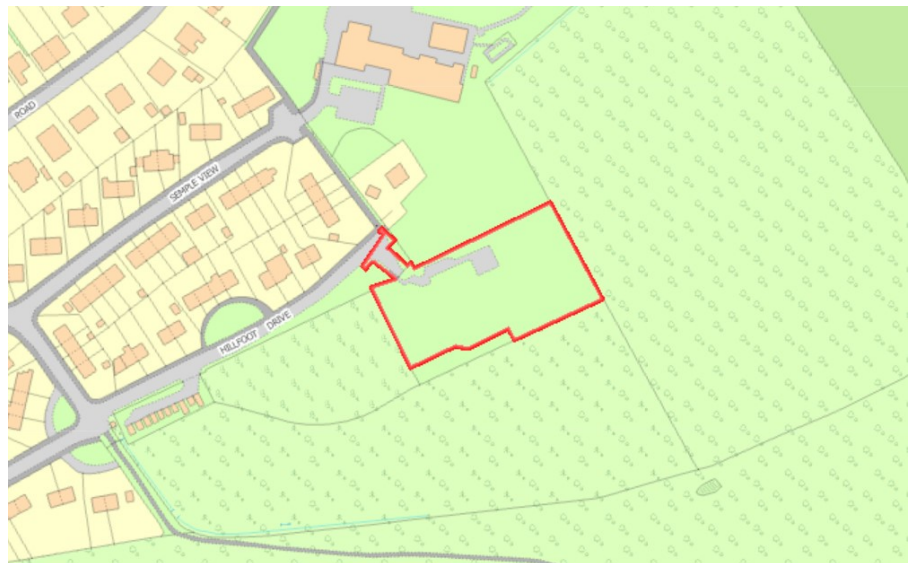
**Applicant:** SIM Building Group & A S Homes (Scotland) Ltd

**Registered:**  
04 February 2022

**PROSPECTIVE PROPOSAL:** Erection of 10 detached dwellinghouses with associated access, parking and landscaping.

**LOCATION:** Former Carsewood Home, Hillfoot Drive, Howwood, Johnstone

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Grant subject to conditions

Alasdair Morrison  
Head of Economy & Development

## IDENTIFIED KEY ISSUES

- The application site is identified by Policy P2 – Housing Land Supply Sites of the Adopted Renfrewshire Local Development Plan (2021).
- Six representations have been received relating to access, impact on road safety; neighbour notification; the history of the site; inaccurate plans; loss of wildlife; and requirement for such development.
- An objection has been raised by Howwood Community Council in relation to access; wildlife loss; drainage and the need for development of this type at the location.

# REPORT OF HANDLING FOR APPLICATION 22/0471/PP

SITE ADDRESS	Former Carsewood Home, Hillfoot Drive, Howwood, Johnstone
PROPOSAL	Erection of 10 detached dwellinghouses with associated access, parking and landscaping.
RECOMMENDATION	Grant subject to conditions
PROPOSALS	<p>This application seeks planning permission for the erection of a residential development comprising ten detached two storey dwellinghouses with associated access, parking and landscaping, on the site of the former Carsewood Home, Hillfoot Drive, Howwood, Johnstone.</p> <p>The site is presently unoccupied and is made up of rough grass with some areas of hard surfacing adjacent to its northern boundary. It extends to approximately 1.2 acres (0.48 hectares) in area and slopes down from the site's southern boundary in a north easterly path across the site. The same access point to that used for the former home at the site's northern western corner would be used to access the site proposal.</p> <p>The application site is bound to the north by Hillfoot Drive and its associated residential properties. To the east, south and part of the western boundary, the site is bound by green belt and to the south and west by a Site of Importance for Nature Conservation (SINC) which is made up of woodland. Farmland bounds the site to the east.</p> <p>The proposed dwellings would provide ten 4-bed properties and would be positioned along the access road's southern edge which would wrap round to form a turning head adjacent to the site's eastern boundary. The topography and existing woodland that adjoins the site to the south and west largely screen the site.</p> <p>This report relates to an application that would normally fall within the Council's scheme of delegation to be determined by an appointed officer. However, a request has been submitted by three elected members, within 21 days of the application appearing on the weekly list, that the matter be removed from the scheme of delegation for determination by the Board. It was considered that the development may be inappropriate for the community and this required to be fully considered prior to any decision being made.</p>
SITE HISTORY	A children's care home was built on the site circa 1989 and demolished circa 2003. The site has remained unoccupied since then.
CONSULTATIONS	<p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objections, subject to conditions requiring the submission of a site investigation report, remediation strategy and verification report.</p> <p><b>Chief Executive's Service (Roads Development)</b> – No objections,</p>

	<p>as long as conditions are imposed to ensure that the proposed road improvement works are carried out at the junction of Hill Road and Bowfield Road; that the site's 2m wide footway is extended from the site to connect directly in to the existing footpath on Hillfoot Drive leading to Semple View, with access to the school-house to the east provided as a footway crossing. Also that the development, turning head, parking, including visitor parking, is provided in accordance with the National Roads Development Guide.</p> <p><b>Howwood Community Council</b> – Object to the proposals on the basis that the proposed development is inappropriate for the village and would bring no additional benefit to Howwood; access to the site is unsuitable, Hillfoot Drive is narrow, the hammerhead used for turning would be lost, and construction traffic and the cars generated by the additional housing would have an adverse impact on road safety; the junction at Hill Road and Bowfield Road is also unsuitable with poor visibility; the safe drop off of children to Howwood Primary School would also be adversely affected; it would be difficult for construction traffic to travel to the site from Main Street and these vehicles could cause damage to the public road; wildlife would be lost; and drainage is currently a problem in the area and this would only be added to.</p> <p><b>Children's Services (Education)</b> - The potential pupil yield from this development can be accommodated within the school estate with no additional measures required.</p>
REPRESENTATIONS	<p>Six letters of objection have been received the substance of which can be summarised as follows:</p> <ul style="list-style-type: none"> <li>▪ The roads are very narrow on approach to the site and this is an area surrounding the local primary school. The additional traffic generated, as well as site traffic would have an adverse impact for local residents and for school pick up/drop off, walking and cycling.</li> <li>▪ Access for the delivery of materials and emergency services is inadequate and unsafe.</li> <li>▪ If digging is required how would the excavated materials be removed</li> <li>▪ As the access is inadequate another access is required.</li> <li>▪ The turning area on Hillfoot Drive would be affected.</li> <li>▪ Parking in the area is already a problem and would be exacerbated.</li> </ul> <p>Response: Following consultation with Council's Roads Team, no objections have been raised against the proposals subject to appropriate conditions. The impact of the proposal on road safety will be further examined in the assessment and conclusion section below.</p> <ul style="list-style-type: none"> <li>▪ The development would have an adverse impact on biodiversity</li> </ul>

	<p>and the Council has a duty to protect wildlife.</p> <p>Response: The application site is a brownfield site that is designated for housing in the adopted local development plan. The principle of development has therefore been established. Should consent be granted an appropriate condition can be imposed to ensure that construction does not commence without the appropriate ecological wildlife checks being carried out and mitigation measures put in place should they be needed.</p> <ul style="list-style-type: none"> <li>▪ Drainage within the local area and at the front of the site is a problem at present.</li> </ul> <p>Response: The applicant is aware of this matter and mitigation measures can be put in place to resolve this issue and the site formed with an appropriate sustainable drainage system. Planning conditions can be imposed to control this matter.</p> <ul style="list-style-type: none"> <li>▪ Neighbour notification has not been carried out properly and plans are inaccurate.</li> </ul> <p>Response: On submission of amended plans neighbour notification was re-served.</p> <ul style="list-style-type: none"> <li>▪ The primary school will not be able to accommodate any further intake.</li> </ul> <p>Response: After consultation, Children's Services has no objection to the proposed development and is satisfied that the primary school can accommodate any further demand.</p> <ul style="list-style-type: none"> <li>▪ An application was previously refused.</li> </ul> <p>Response: There has been no previous planning application in relation to the site since the children's home was demolished.</p> <ul style="list-style-type: none"> <li>▪ Noise pollution would result.</li> </ul> <p>Response: Following consultation with Environmental Services, no objections have been raised in relation to noise from or affecting the proposed development.</p> <ul style="list-style-type: none"> <li>▪ Further residential development in private ownership would not benefit the local community.</li> </ul> <p>Response: Noted, however each application is assessed on its own merits and an assessment of the proposal is detailed below</p>
DEVELOPMENT PLAN POLICIES	<p><b>National Planning Framework 4 (Revised Draft – Nov 2022)</b></p> <p>Adopted Renfrewshire Local Development Plan 2021</p> <p>Policy P2 – Housing Land Supply</p> <p>Policy P3 – Housing Mix and affordable Housing</p> <p>Policy ENV2 – Natural Heritage</p> <p>Policy I1 - Connecting Places</p> <p>Policy I3 - Flooding and Drainage</p>



	<p>Policy I7- Zero and Low Carbon Buildings Policy I8 – Developers Contributions</p> <p>New Development Supplementary Guidance 2022 Delivering the Places Strategy Delivering the Environment Strategy Delivering the Infrastructure Strategy</p> <p>Material considerations Renfrewshire's Places Residential Design Guide</p> <p>Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the proposal requires to be considered against the policies and guidance set out above, the supporting information submitted, the comments of the consultees, any objections received and any other relevant material considerations.</p>
PLANNING ASSESSMENT	<p>The fourth National Planning Framework (<b>NPF4</b>) although not yet formally adopted, was approved by Scottish Ministers on 11 January 2023. It provides the long-term national spatial strategy for planning in Scotland. It sets out the Scottish Government's current view on delivering sustainable, liveable and productive places through the application of spatial principles. NPF4 is considered to be a material consideration and therefore applying these principles in practice is relevant to the consideration of each proposal and as such each application is being considered taking account of the overarching spatial principles. It is considered that the proposal complies with the overall focus of NPF4.</p> <p>The application site was previously occupied by a children's home and is currently vacant. It is identified as being a housing site within the Adopted Renfrewshire Local Development Plan 2021 under Policy P2.</p> <p><b>Policy P2</b> identifies the site as contributing to the 5-year supply of effective housing land required for Renfrewshire. It is therefore considered that the principle of residential development on the site is accepted.</p> <p><b>Policy P3</b> of the adopted Renfrewshire Local Development Plan is also applicable in the assessment of the proposal, as it seeks to ensure that on residential sites, a mix of housing types are encouraged to meet current and future housing needs and to support sustainable mixed communities.</p> <p>As the proposal is for 10 dwellings there is no requirement for affordable housing provision to be provided. It is noted that the applicant is seeking consent for ten 4-bedroom dwellings. In assessing the proposed development it is noted that residential properties nearby to the site are largely terrace and semi-detached dwellings. It is therefore considered that given the small scale nature of the development that the provision of detached 4-bedroom accommodation would be acceptable in this instance as it would</p>

	<p>widen housing choice within the local area.</p> <p>Development proposals must also comply with the requirements of the New Development Supplementary Guidance as it relates to residential developments and the associated Residential Design Guide which form the basis of good place design. The main issues of consideration in this regard are assessed as follows:</p> <p><b>Context and Character</b></p> <p>The proposed development is considered to respond to the context in which it is sited, which is characterised by a mix of house types.</p> <p>On the northern side of Hillfoot Drive there is a mix of two storey semi-detached and terraced housing and a range of boundary treatments including open space and hedgerows. The southern side of Hillfoot Road is well screened with trees and shrubs and a row of detached lockups sits back from the road at the eastern end of Hillfoot Drive.</p> <p>The site itself has been cleared. However, there are a few trees and shrubs that edge the site itself. In terms of the wider landscape the application site is well screened by the woodland adjacent to its boundaries which wraps around its western and southern edges. The site has a sloping gradient and the woodland to the south sits at a higher level which gives the site a sense of enclosure. The applicant proposes to enhance this setting with further landscaping and a planning condition is attached to control this matter.</p> <p>The dwellings proposed are of modern design, with areas of open space and planting that would edge the access road and separate the driveways of the dwellings.</p> <p>It is considered that the design and layout of the development set within a degree of existing landscaping would create an attractive development, acceptable to the surrounding area.</p> <p><b>Access and Connectivity</b></p> <p>In terms of connectivity between the development and the wider travel network. <b>Policy 11</b> of the adopted Renfrewshire Local Development Plan (2021) states that development proposals require to ensure appropriate provision and accessibility. Proposals which give priority to sustainable modes of transport and have no significant impact on the safe and efficient operation of the local or trunk road network will be supported.</p> <p>Access to the site for vehicles would be from the original access point to the site at the eastern end of Hillfoot Drive. This is currently used as a turning head which would be altered to allow access to the site. The internal road within the site would then provide a new turning head at its eastern end. Pedestrian access is proposed with a new footpath from the site's internal access road that would connect into the wider footway network on the northern side of Hillfoot Drive and leading to Hill Road as well as Semple View and Howwood Primary School beyond. These links would also provide easy access to bus stops on</p>
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	<p>Midton Road and Main Street and the train station and National Cycle Route 7 beyond. The development would be formed in accordance with required standards and planning conditions can be imposed to control these matters.</p> <p>The Council's Roads Team raised concerns regarding the impact of increased traffic to the junction of Hill Road/Bowfield Road. To address these concerns the applicant proposes to provide the following improvements:</p> <ul style="list-style-type: none"> <li>▪ a raised table at Hill Road/Bowfield junction;</li> <li>▪ reduction in carriageway width of Bowfield Road to 4.8m to reduce speeds;</li> <li>▪ two new footway extensions on the southern side of Bowfield Road on either side of the junction with Hill Road to provide safe crossing points for pedestrians and cyclists;</li> <li>▪ priority signage for traffic on Bowfield Road, and</li> <li>▪ give way signage and improved visibility splays from Hill Road to the south west (2.5m x 80m) and north east (2.5m x 90m) along Bowfield Road;</li> </ul> <p>The Council's Roads Team are satisfied that these improvements to the road network will effectively mitigate the developments impact. They will also alleviate existing concerns raised by residents regarding traffic speeds on Bowfield Road. Should planning consent be granted appropriate planning conditions can be imposed to control these requirements. On this basis the proposal is also considered to comply with <b>Policy 18</b> as it would address the need for any developers contributions through the delivery of road improvements.</p> <p>In addition to the above measures it is recognised that should planning permission be granted there is likely to be a level of disturbance during construction and that whilst temporary, given the nearby primary school, it is considered that a Traffic Management Plan (TMP) should be submitted detailing the transportation and delivery route(s) for construction traffic and the timings, volumes and types of vehicles; arrangements for emergency vehicle access and details of proposed signage during the construction period. The TMP would be required to take into consideration the safe operation of Howwood Primary School and a planning condition is therefore attached to control this matter</p> <p><b>Layout and Built Form</b></p> <p>The proposed layout would fit well with the surrounding area. The layout respects privacy and provides sufficient garden space and areas of open space. The development provides a good level of amenity for each dwelling and the topography and woodland around the site provides an established natural setting for the site.</p> <p><b>Environment and Community</b></p> <p>There is sufficient provision of amenity and recreational open space within the development. Footpath connections would provide access to the surrounding countryside and National Cycle Route 7.</p>
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With regard to **Policy ENV2** – Natural Heritage it is noted that the application site adjoins a SINC. It is therefore considered prudent that, should planning permission be granted, the developer is required to provide a Construction Environmental Management Plan (CEMP) to ensure effective mitigation is put in place to protect the adjoining SINC, and associated wildlife/habitat. An appropriate planning condition is attached to control this matter.

**Policy 13** of the adopted Renfrewshire Local Development Plan and the supplementary guidance on Flooding and Drainage requires development not to have an adverse impact on existing drainage infrastructure, increase the risk of flooding or result in the loss of land that manages flood risk. On this basis a planning condition has been attached to control this matter to ensure a sustainable urban drainage system is incorporated into the layout and that the existing ponding on Hillfoot Drive is addressed through the delivery of this scheme.

In view of the above, the proposal is considered to comply with Policy 13 and the associated supplementary guidance.

### **Buildings and Design**

The proposed dwellings are of modern design and provide two different house types. The house elevations would comprise of facing brick and a concrete roof tile with an integral garage. A planning condition can be imposed to control the final choice of colour and facing materials to be used.

**Policy 17** of the adopted Renfrewshire Local Development Plan relates to Renewable and Low Carbon Energy Developments and seeks for new developments to install technology that produces low or no amounts of carbon dioxide emissions. The applicant proposes to provide photo voltaic panels on the roofs of the dwellings to contribute towards meeting this requirement. This approach is in line with Policy 17.

### **Representations**

Howwood Community Council have objected to the proposal and six letters of objection were also received. However, it is considered that subject to the attached planning conditions (given the above assessment) the proposed development is considered acceptable and none of the reasons raised are considered sufficient to justify refusal of this proposal.

It is considered that the impact of the development can be effectively mitigated through their application and that in turn the development may also provide an opportunity to resolve existing difficulties that objectors have raised in relation to vehicle speeds and drainage issues at the entrance to the site.

### **Conclusion**

In summary, it is considered that the proposal would create an appropriate residential development within an area allocated for this form of development in the adopted Renfrewshire Local Development Plan (2021) and that subject to the attached planning conditions it

	<p>would comply with relevant policies within the plan and the associated Supplementary Guidance.</p> <p>In view of the above, it is recommended that planning permission is granted.</p>
<b>RECOMMENDATION</b>	Grant subject to conditions

### **Reason for Decision**

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

### **Conditions**

1. No development shall commence on site until written approval of:
  - (a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); 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

all prepared in accordance with current authoritative technical guidance, have been submitted to and approved in writing by Renfrewshire Council as Planning Authority.

Reason: To ensure that the site will be made suitable for its proposed use.
2. That prior to the occupation of any residential unit on the site:
  - (a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; 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

shall be submitted to and approved in writing by Renfrewshire Council as Planning Authority. Verification Reports shall not be submitted on a phased basis unless first agreed in writing with the Planning Authority.

Reason: To demonstrate that works required to make the site suitable for use have been completed.
3. That, prior to the erection of any of the dwellinghouses hereby approved, a detailed schedule of the proposed external finishes for each of the dwellinghouses together with a plan and schedule of the surface treatments to be used on the roads and footpaths within the site shall be submitted for the written approval of Renfrewshire Council as Planning Authority.

Thereafter, the houses, roads and footpaths shall be constructed only in accordance with such details as may be approved to the satisfaction of Renfrewshire Council as Planning Authority.

Reason: In the interest of the amenity of the area.

4. That, prior to the commencement of the development, details of all boundary treatments and garden levels to be formed including the finished floor level of each plot shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, all ground and finished floor levels, boundary finishes, fences, hedgerows and/or walls as may be approved relating to or adjacent to each plot shall be formed prior to the occupation of the dwelling within that plot to the satisfaction of Renfrewshire Council as Planning Authority.

Reason: In the interest of the amenity of the area.

5. That no development shall take place until there has been submitted to and approved by Renfrewshire Council as Planning Authority a scheme of landscaping, which shall include details of species, planting densities, soil treatment and aftercare.

Reason: In the interest of the amenity of the area.

6. That all planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting season and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless Renfrewshire Council as Planning Authority gives written consent to any variation.

Reason: In the interest of the amenity of the area.

7. That prior to the commencement of development, details of all off-site infrastructure works, including:
  - a raised table at Hill Road/Bowfield junction;
  - reduction in carriageway width of Bowfield Road to 4.8m to reduce speeds;
  - two new footway extensions on the southern side of Bowfield Road on either side of the junction with Hill Road to provide safe crossing points for pedestrians and cyclists;
  - priority signage for traffic on Bowfield Road, and
  - give way signage and improved visibility splays from Hill Road to the south west (2.5m x 80m) and north east (2.5m x 90m) along Bowfield Road;
  - a 2m footway from the application site to connect directly to the existing footpath on Hillfoot Drive leading to Semple View, with access to the school-house to the east to be provided as a footway crossing.

shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the development shall be implemented only in accordance with such phasing as may be agreed with Renfrewshire Council as Planning Authority, unless otherwise agreed in writing.

Reason: In the interests of pedestrian and traffic safety.

8. That prior to the commencement of development on site, the developer shall submit a detailed drainage strategy for the written approval of the Planning Authority. The strategy shall detail the capture and treatment of surface water run off before it enters the surrounding water environment. Only the approved drainage strategy shall thereafter be implemented on site. For the avoidance of doubt this scheme shall include any measures required for the effective drainage of the access to the application site.

Reason: To ensure that the site is appropriately drained.

9. That all trees adjacent to the boundary of the site shall be protected in accordance with BS 5837: 2012 Trees in Relation to Design, Demolition and Construction and BS 3998: 2010 Recommendations for Tree Work.

Reason: To ensure that works are undertaken to a satisfactory standard in the interests of natural heritage.

10. That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, A Low Carbon Energy Implementation Plan which will include the final details of energy efficiency measures to be implemented at the site as well as consideration of Electric Vehicle Charging Points.

Reason: To promote and implement low carbon measures at the site.

11. That prior to the commencement of development a Traffic Management Plan (TMP) shall be submitted for the written approval of the Council as Planning Authority detailing the transportation and delivery route(s) for construction traffic and the timings, volumes and types of vehicles; arrangements for emergency vehicle access and details of proposed signage during the construction period. For the avoidance of doubt the TMP will take into consideration the safe operation of Howwood Primary School. Thereafter the approved TMP will be implemented to the satisfaction of the Council.

Reason: In the interests of traffic and pedestrian safety.

12. That during the construction phase, all works and ancillary operations which are audible outwith the site boundary shall be carried out only between the hours of 0800 and 1900 on Mondays to Fridays and between the hours of 0800 and 1300 on Saturdays. No such works shall take place on Sundays and Local Public Holidays. Works and ancillary operations which are audible outwith the site boundary shall only be permitted outwith these time periods with the prior written consent of the Planning Authority.

Reason: In the interests of residential amenity.



13. In the interests of clarification parking, including visitor parking, to serve the development hereby approved, shall be provided as per the National Roads Development Guide with parking spaces within internal garages not counting towards parking provision.

Reason: In the interests of pedestrian and traffic safety.

14. That the development site shall be constructed as per the National Roads Development Guide and be offered for adoption once completed. The turning head within the site shall also be provided as per the National Roads Development Guide for residential developments.

Reason: In the interests of pedestrian and traffic safety.

15. That prior to the commencement of development on site, the developer shall submit a detailed Construction Environmental Management Plan (CEMP) for the written approval of the Planning Authority. The CEMP shall include (but not be limited to) provisions in respect of:

- waste management
- pollution control, monitoring, and mitigation
- good practice in environmental and ecological protection including protected species

The approved CEMP shall thereafter be implemented on site during the construction phase.

Reason: To ensure environmental controls are in place during the construction phase in the interests of protecting the water and natural environment.

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 Gwen McCracken on 07483419705.