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Renfrewshire Council

Notice of Meeting and Agenda
Planning and Climate Change Policy Board

Date	Time	Venue
Tuesday, 23 January 2024	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.

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 email democratic-services@renfrewshire.gov.uk

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.

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

Apologies

Apologies from members.

Declarations of Interest and Transparency Statements

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

Finance

1 Revenue and Capital Budget Monitoring Report **1 - 6**

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

Climate Change

2 Renfrewshire's Local Heat and Energy Efficiency Strategy **7 - 72**

Report by Director of Environment, Housing & Infrastructure. (A suite of maps will be provided to accompany this report as soon as possible)

Development Management

3 Tree Preservation Order Requests **73 - 78**

Report by Chief Executive.

4 Developer Contributions (Education) - key metrics **79 - 86**

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.

Renfrewshire Council

To:	Planning and Climate Change Policy Board
On:	23 January 2024
Report by:	Chief Executive and Director of Finance and Resources
Heading:	Revenue and Capital Budget Monitoring as at 10 November 2023

1. Summary of Financial Position

1.1. The projected revenue outturn at 31 March 2024 for those services reporting to the Planning and Climate Change Policy Board is an overspend position of £0.035 million (5.6%).

1.2. This is summarised in the table below and further analysis is provided in the Appendices.

Table 1	Revised Annual Budget £000	Projected Annual Outturn £000	Budget Variance (Adv) / Fav £000	Budget Variance %
Planning Services	625	660	(35)	(5.6)

1.3. There are no capital projects reporting to the Planning and Climate Change Policy Board.

2. Recommendations

2.1. Members are requested to:

(a) Note the projected revenue outturn position 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 overspend of £0.035 million (5.6% of total budget) 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 overspend position reflects the net effect of two main factors, being a projected under-recovery in fee income (see 3.5), offset by a projected underspend in employee costs due to the expected impact of staff turnover over the course of the financial year.

3.5. Due to the very demand-led nature of the income stream, which is impacted by the economic and financial climate, the level of Planning and Building Standards income can vary over the course of the financial year, which can make it challenging to determine trends for income projection. The projections, mid-way through the third quarter of the financial year, currently indicate an expected over-recovery in Planning fees and an under-recovery in Building Standards fees and reflect a reasonable forecast at this stage in the financial year.

4. Revenue Budget Adjustments

4.1. No budget adjustments have been processed since the previous report to board.

Implications of this report

1. Financial – The projected budget outturn position for the revenue budget reported to the Planning and Climate Change Board is an overspend of £0.035 million. Income and expenditure will continue to be monitored closely for the rest of the financial year and 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
None directly arising from this report.

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.

List of Background Papers: None

Author: Valerie Howie, Finance Business Partner

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2023/24
1 April 2023 to 10 November 2023

POLICY BOARD : PLANNING SERVICES

Objective Summary	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	557	0	557	521	36	6.5%	12	24
Development Management	234	0	234	85	149	63.7%	136	13
Building Standards	(166)	0	(166)	54	(220)	(132.5%)	(169)	(51)
NET EXPENDITURE	**625**	**0**	**625**	**660**	**(35)**	**(5.6%)**	**(21)**	**(14)**

Objective Heading	Key Reasons for Projected Variance
Planning Strategy & Place	No significant projected year end variances to report.
Development Management	The projected underspend relates mainly to a projected over-recovery in Planning fee income (c. 11.5% of targeted income).
Building Standards	The projected overspend relates mainly to a projected under-recovery in Building Standards fee income (c. 26.5% of targeted income).

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2023/24
1 April 2023 to 10 November 2023

POLICY BOARD : PLANNING SERVICES

Subjective Summary	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	1,620	17	1,637	1,474	163	10.0%	101	62
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	180	0	180	182	(2)	(1.1%)	(2)	0
Transfer Payments	102	0	102	101	1	1.0%	0	1
Support Services	317	0	317	317	0	0.0%	0	0
GROSS EXPENDITURE	**2,235**	**17**	**2,252**	**2,090**	**162**	**7.2%**	**99**	**63**
Income	(1,610)	(17)	(1,627)	(1,430)	(197)	(12.1%)	(120)	(77)
NET EXPENDITURE	**625**	**0**	**625**	**660**	**(35)**	**(5.6%)**	**(21)**	**(14)**

Renfrewshire Council

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

On: **23 January 2024**

Report by: **Director of Environment, Housing and Infrastructure**

Heading: **Renfrewshire's Local Heat and Energy Efficiency Strategy**

1. Summary

1.1 Reducing carbon emissions is one of the principle measures to address climate change and is a key priority for all Local Authorities. Renfrewshire Council recognises that climate change will have far reaching effects on Renfrewshire's economy, its people and its environment and is determined to lead by example in tackling the causes of climate change.

1.2 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. This challenging target covers all aspects of energy use within the Renfrewshire wide area. Homeowners can help achieve these targets by ensuring energy efficient homes. In doing so, there are many long-term benefits, such as carbon savings, reducing energy bills and supporting the local economy.

1.3 In 2022, the Scottish Parliament passed The Local Heat and Energy Efficiencies (Scotland) Order 2022. This places a statutory duty on Local authorities to publish a Local Heat and Energy Efficiency Strategy (LHEES) and Delivery Plan, and for these to be updated at intervals of no more than 5 years.

1.4 LHEES are designed to be local authority-led, however stakeholder engagement and partnership working are key as the Strategy addresses all building stock at a local authority wide level (Council, public, private, 3rd sector and all tenures of residents).

1.5 Renfrewshire's LHEES designates the most appropriate energy efficiency and heat decarbonisation options on an authority-wide basis, broken down into area-based schemes (or zones) with a focus on two key priorities of reducing carbon emissions and alleviation of fuel poverty.

1.6 Renfrewshire's LHEES is evidence-driven, based on local data and local knowledge and takes into account assets and infrastructure within each local area to ensure potential solutions are tailored to the different issues, opportunities and needs across Renfrewshire's communities.

1.7 It is hoped that LHEES will also act as a prospectus for government funding and external investment using a robust evidence base and place-based approach.

1.8 Renfrewshire's Local Heat and Energy Efficiency Strategy is being presented for approval at the Infrastructure, Land and Environment Policy Board on 24th January 2024. As part of horizon scanning, Officers are highlighting this Strategy for Members to note due to the clear links with climate change.

2. Recommendations

It is recommended that members of the Planning and Climate Change Policy Board:

2.1 note the high-level information available at this time on Renfrewshire's Local Heat and Energy Efficiency Strategy; and

2.2 note that updates will be provided to the relevant Policy Boards on the further development of the Delivery Plans, outlining potential opportunities and proposed projects, activities and interventions.

3. Background

3.1 In addition to Scotland's net zero targets, there are strategic national targets relating to lowering emissions from our buildings through the decarbonisation of heat. These targets are:

- improving energy efficiency in domestic and non-domestic building stock;
- removing poor energy efficiency as a driver for fuel poverty;
- and in 2040, as far as reasonably practicable, no household is in fuel poverty.

Clean Energy is one of the 5 focus areas as approved within Renfrewshire's Plan for Net Zero which aligns with these targets at a local level.

3.2 LHEES are designed to be local authority-led – and buildings and assets owned by the Council are key - but stakeholder engagement and partnership working are critical as the Strategy addresses all building stock at a local authority wide level (Council, public, private, 3rd sector and all tenures of residents). Engagement has been undertaken throughout the development of Renfrewshire's LHEES, as part of the wider Plan for Net Zero engagement due to the links between the two key strategies.

3.3 'Place' is a key aspect of LHEES. Renfrewshire's LHEES designates the most appropriate energy efficiency and heat decarbonisation options on an authority-wide basis, broken down sufficiently into appropriate area-based schemes (or zones) with a focus on two key priorities of reducing carbon emissions and alleviation of fuel poverty.

3.4 The LHEES is evidence-driven, based on local data and local knowledge and takes into account assets and infrastructure within each local area, to ensure potential solutions are tailored to reflect each local area and address the different issues, opportunities and needs across Renfrewshire's communities (e.g. urban and rural; gas grid and off gas grid).

3.5 Development of Renfrewshire's LHEES (and the subsequent Delivery Plans) includes identifying:

- a range of projects and actions to be developed, with outline costs and carbon savings associated with the proposed interventions
- the different drivers for fuel poverty across different local areas and within communities
- key anchor loads for potential district heating networks (including public buildings and buildings with a high heat demand)
- an assessment of potential large-scale heat supply – not just looking at new infrastructure but also using existing infrastructure and assets (such as water sources) and innovative methods of waste heat recovery, such as those used in the AMIDS district heating network in Renfrewshire
- opportunities for partnership working and engaging with all key stakeholders throughout the process.

4. LHEES Outcomes

4.1 The development of Local Heat and Energy Efficiency Strategies aims to:

- ensure a clear and enhanced role for local authorities in shaping local energy systems, highlighting the long-term direction of travel with a short-term focus,
- bring together stakeholders to identify opportunities based on targeted local needs and potential for economies of scale – this includes identification and optimisation of cross-border opportunities with neighbouring local authorities,
- develop a data-driven foundation for delivery programmes to meet fuel poverty, energy efficiency and heat decarbonisation targets,
- focus on socio-economic benefits of solutions as well as project-specific financial cases, and
- send clear investment signals to develop strong and sustainable supply chain opportunities for local businesses, through a pipeline of infrastructure projects.

4.2 In addition, it is hoped that as well as helping to phase the area-based delivery programmes, LHEES will act as a prospectus for government funding and external investment using a robust evidence base and place-based approach.

Implications of the Report

1. **Financial** – No current implications as this report is for noting. Delivery of the LHEES will have resource implications for the Council and includes a commitment to working collaboratively to ensure best value for our approach. As noted in 2.1, as the full extent of the resource implications for Renfrewshire Council emerge, reports will be brought to the relevant future Policy Boards.

2. **HR & Organisational Development** – No current implications.

3. **Community/Council Planning –** No current implications as this report is for noting. However, delivery of Renfrewshire's LHEES will require engagement and collaboration with local residents, businesses, partners and communities on the climate emergency agenda and the Delivery Plan will highlight the continued activities which support the key priorities set out in the Council and Community Plans to tackle inequality and widen opportunity.

4. **Legal** - No current implications as this report is for noting. However, future actions may have some level of implication.

5. **Property/Assets** - No current implications as this report is for noting. However, delivery of Renfrewshire's LHEES may have significant implications for property and assets given the nature of the work involved.

6. **Information Technology** – No current implications.

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.

8. **Health and Safety –** No current implications.

9. **Procurement** – No current implications as this report is for noting. However, delivery of Renfrewshire's LHEES will have significant procurement implications given the nature of the work involved.

10. **Risk** – No current implications.

11. **Privacy Impact** – No current implications.

12. **COSLA Policy Position** – Renfrewshire's LHEES aligns with COSLA's current work alongside the Scottish Government in response to the climate emergency.

13. **Climate Risk** – as noted in para 3.2, Renfrewshire's LHEES aligns with Renfrewshire's Plan for Net Zero, specifically the Clean Energy theme.

List of Background Papers:
None

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

RENFREWSHIRE'S

LOCAL HEAT & ENERGY EFFICIENCY STRATEGY (LHEES)

Environment, Housing & Infrastructure

www.renfrewshire.gov.uk

Renfrewshire Council

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Appendices

Executive Summary

From evidence and research, we know that human activities are the main cause of climate change. Many of our actions produce greenhouse gas emissions, raising the planet's temperature and causing our climate to change. Greenhouse gas emissions from burning fossil fuels to heat homes and buildings are a key contributor to global warming. In Renfrewshire, fuels for heating homes and businesses make up 38% of the area's total emissions. Decarbonisation of heat means reducing the carbon emissions associated with our heating systems and switching to cleaner, more efficient methods. Combined with improving energy efficiency to reduce energy demand, this will reduce our emissions, ensure affordable warmth and help to alleviate fuel poverty.

Scotland has ambitious plans to transform its buildings to ensure that by 2045 our homes and buildings no longer contribute to climate change while also tackling fuel poverty. In 2022, the Scottish Parliament passed The Local Heat and Energy Efficiencies (Scotland) Order 2022. This places a statutory duty on local authorities to publish a Local Heat and Energy Efficiency Strategy and Delivery Plan, to be updated at intervals of no more than 5 years.

The Local Heat and Energy Efficiency Strategies (Scotland) Order 2022 defines that LHEES is a long-term strategic framework for:

- the improvement of the energy efficiency of buildings in the local authority's area, and
- the reduction of greenhouse gas emissions resulting from the heating of such buildings.

Renfrewshire Council has shown leadership at both strategic level and operational levels to be a driver of change - declaring a climate emergency in June 2019 and committing to work towards net zero by 2030.

Our response to the climate emergency and a stable, managed energy transition alongside improving energy efficiency to reduce demand, brings opportunities to transform our local communities and economy. It also brings opportunities to identify solutions to tackle inequalities including those exacerbated by the current cost of living crisis, with 22% of households in Renfrewshire currently in fuel poverty.

Renfrewshire's LHEES is ambitious and will require drive and collective local action. The Strategy is Council-led but is for the whole Renfrewshire area and has been developed with local people and key local, regional and national organisations, aligning with local and national policies as well as targets within Renfrewshire's Plan for Net Zero.

Renfrewshire's LHEES is built upon a robust evidence base of data and stakeholder engagement and takes a place-based, locally led and tailored approach to set out a vision for improving energy efficiency and heat decarbonisation. It breaks Renfrewshire down sufficiently into appropriate areas (or zones) in order to consider local assets and issues and recognise local differences to identify where projects can be delivered to make the biggest impact in our communities, making the best use of assets and infrastructure to deliver net zero targets and affordable warmth.

This strategic, area-based approach will ensure proposed solutions that reflect each local area and take into account local distinctive needs, opportunities and priorities to encourage collaboration and partnership working with all stakeholders within those areas:

- People: engagement with all stakeholders at all stages to ensure the needs of all groups are considered, with a focus on addressing inequalities, alleviating fuel poverty and ensuring affordable warmth for all
- Places: solutions which reflect the local areas and take into account local assets and infrastructure, developed with collaboration and partnership working so systems are developed and tailored to local needs
- Infrastructure: ensuring resilient systems and security of supply, optimising existing infrastructure and assets as well as new development, with a 'whole system' approach that matches local demand with local supply where possible, taking an iterative approach to capture new technologies and innovative solutions as well as scaling and replicating successful projects
- Investment: prioritising viable and replicable projects and identifying low regret options to optimise low carbon investment opportunities - attracting private sector-led projects, public sector exemplar opportunities, and external funding; coordinating and collaborating on joint ventures; and identifying innovative delivery models to turn sectoral ambitions into investable projects
- Opportunities: inclusive growth with a role for community-led activity with all the local benefits that brings, including regeneration of local areas; local job creation, upskilling and reskilling of local workforce; and creating and developing local manufacturing and supply chains

The development of Renfrewshire's LHEES followed the national methodology, firstly reviewing national and local policies, targets and strategies that are linked to, impact or could be impacted by LHEES. A Data Library was then created, collating and verifying the most appropriate data to support analysis for each stage of the LHEES process.

Looking across buildings at a local authority wide level (Council, public, private and 3rd sector buildings and all tenures of residents) enabled the development of strategic zones. These zones are designed to set out the most appropriate energy efficiency and heat decarbonisation option, including potential zones for heat networks, taking local priorities into account and framed around the LHEES Considerations:

- heat decarbonisation: heat decarbonisation of on-gas and off-gas buildings, including district heating networks.
- energy efficiency: improving energy efficiency; removing poor energy efficiency as a driver for fuel poverty; and mixed-tenure, mixed-use and historic buildings.

Baselining the data looking at fuel poverty, energy efficiency and heat provided clarity on the challenges; the key issues and activities to focus on; and the scale of action needed. Using mapping with layers of data stacked spatially areas of focus were identified to be taken forward to the Delivery Plan. High level findings showed:

- Fuel Poverty: 12 of the 38 zones in Renfrewshire were above the national average fuel poverty of 24%, with the highest fuel poverty zone having 38% of households in fuel poverty. The 10 most impacted areas are Paisley Ferguslie, Paisley Northwest, Linwood South, Paisley Gallowhill and Hillington, Paisley North, Paisley Central, Paisley East, Johnstone Northwest, Paisley Foxbar and Johnstone Northeast.

The different factors that are driving fuel poverty – generally cost of energy; income; poor energy efficiency; and/or use of energy will be analysed in greater detail in the Delivery Plans to ensure tailored and targeted solutions.

- Energy Efficiency: When looking at poor energy efficiency as a driver for fuel poverty, the top 10 most impacted areas was slightly different to the top 10 areas for fuel poverty. Paisley Central, Paisley East, Paisley Northwest, Johnstone Northwest and Paisley North were in the top 10 for both fuel poverty and for poor energy efficiency, suggesting that poor energy efficiency is one of the key drivers for fuel poverty in these areas.

More broadly, there were differences in energy efficiency across tenures (social housing, owner occupier and private rented), with social housing having higher percentages of housing in the higher bands of energy efficiency and the lowest percentages of housing in the lower bands of energy efficiency. This highlighted areas and sectors where advice and support may be helpful.

Properties that have poor energy efficiency are more likely to be eligible for targeted funding and Delivery Plans will include an area-based energy efficiency focus outlining patterns and clusters to assist funding bids.

- Potential Heat Network Zones: district heating uses a single heat source to supply heating and hot water to multiple buildings via a system of insulated, buried pipes. It is more efficient than individual heating systems within each property and is likely to play a key role, including enabling developers to capitalise on abundant sources of waste heat and divert to where it is required.

Based on levels of heat demand, proximity to a heat source and presence of public buildings as potential anchor loads for a network, 6 first phase heat network zones were identified in Central Paisley, Shortroods and Laighpark, Lochfield and Charleston, Ferguslie Park, North Renfrew and Moorpark and Newmains. A further 11 second phase heat network zones were also identified. All 17 will be explored further and details outlined in the Delivery Plans as well as additional opportunities for areas with lower heat densities, including rural and smaller urban settlements in order to identify the most beneficial heat solution for all our communities.

Zoning across the area for viable large-scale and small-scale district heating and communal heating networks will enable us to understand the scale and potential of these opportunities as part of the Delivery Plans.

- Additional Considerations: alternative heat solutions, including heat pumps, electricity and biomass will be explored as well as impacts of conservation areas on energy efficiency measures to ensure Delivery Plans include solutions for all residents and businesses, and all building types.

The Delivery Plans will be developed in collaboration with residents, communities and all key organisations to highlight opportunities for action for local communities, residents, businesses, developers and wider stakeholders.

There are challenges to be overcome, including financial; capacity; and skills gaps. However, by identifying these challenges and setting out a pipeline of projects working alongside our communities and partners we can link with skills transition and local employment opportunities and identify skills gaps, shortages and requirements ahead of time to optimise local opportunities as well as linking with funding opportunities and financial support schemes.

It is hoped that, as well as zoning helping to phase the area-based delivery programmes, LHEES will act as a prospectus for government funding and external investment and where these should be targeted.

Introduction To Local Heat & Energy Efficiency Strategies (LHEES)

LHEES sets out a long-term plan with an initial near-term focus looking at area-based interventions for energy efficiency and decarbonisation of heat on a local authority-wide basis.

In 2022, the Scottish Parliament passed The Local Heat and Energy Efficiencies (Scotland) Order 2022. This places a statutory duty on Local authorities to publish a Local Heat and Energy Efficiency Strategy and Delivery Plan, and for these to be updated at intervals of no more than 5 years.

The Local Heat and Energy Efficiency Strategies (Scotland) Order 2022 defines that a LHEES is a long-term strategic framework for:

- the improvement of the energy efficiency of buildings in the local authority's area, and
- the reduction of greenhouse gas emissions resulting from the heating of such buildings.

A Local Heat and Energy Efficiency Delivery Plan sets out how Renfrewshire proposes to support implementation of its strategy.

The guidance requires Local Heat and Energy Efficiency Strategies (LHEES) to be evidence based and cover a local authority's full building stock as far as reasonably possible. They should be developed in collaboration with stakeholders and use extensive consultation and future updates should be linked to any previous iteration to show progress achieved against outcomes and to carry forward outstanding actions. In addition, the LHEES should demonstrate how it supports equality and addresses inequality; be forward looking and delivery focused, working towards local and national targets; and be open and transparent regarding data used, its associated limitations in terms of scope, accuracy, and coverage, and be continuously reviewed with progress monitored.

LHEES are at the heart of a place based, locally led and tailored approach to energy efficiency and the heat transition. These local Strategies will underpin an area-based approach to heat and energy efficiency planning and delivery. LHEES Strategies will set out the long-term plan for decarbonising heat in all buildings and improving their energy efficiency across the Renfrewshire area.

Local Heat and Energy Efficiency Strategies are primarily driven by Scotland's statutory targets for greenhouse gas emissions reduction and fuel poverty, but at a local level it is key Renfrewshire's LHEES to align with targets within Renfrewshire's Plan for Net Zero as the strategy will play a crucial role in working towards net zero by 2030 for the Renfrewshire area:

Key national targets include:

- Net zero emissions by 2045, 90% reduction by 2040 and 75% reduction by 2030
- In 2040, as far as reasonably possible, no household in Scotland is in fuel poverty

Key local targets within Renfrewshire's Plan for Net Zero which link with LHEES include:

- ensuring 100% of Council buildings heating requirements are carbon neutral by 2030.
- implementing measures in Council housing stock aiming to reduce carbon emissions by 68% (from 2020 levels) and working towards ensuring all Council housing stock has an EPC of B by 2030 where feasible.

The primary purpose of LHEES is to address energy and heat-related challenges while promoting sustainability and reducing environmental impacts.

LHEES sets out a long term (20 year) with an initial near term (5 year) focus. For Renfrewshire, the plan will:

- set out how each segment of the building stock needs to change to meet national and local objectives, including achieving zero greenhouse gas emissions in the building sector, and the removal of poor energy efficiency as a driver of fuel poverty;
- identify strategic heat decarbonisation zones, and set out the principal measures for reducing buildings emissions within each zone; and
- prioritise areas for delivery, against national and local priorities.

LHEES will break the local authority area down sufficiently into appropriate local areas (or zones) in order to consider local assets and issues and recognise the local differences (i.e., between rural vs urban; gas grid vs off gas grid) so that proposed solutions reflect each local area and take into account local distinctive needs, opportunities and priorities. This will also encourage collaboration and partnership working with all stakeholders within those areas so that solutions can be community led.

LHEES are framed around six 'Considerations' outlined in Table 1, below. For each Consideration, spatial zones are to be generated to identify potential pathways to decarbonise the building stock at local authority level (Strategic Zones) and then at delivery level (Delivery Areas). This will help to guide the design of policy levers, such as advice, funding programmes and regulation, which will give further direction and clarity to delivery routes and timescales.

	No.	LHEES Consideration	Description
Heat decarbonisation	1	Off-gas grid buildings	Transitioning from heating oil and LPG in off-gas areas
	2	On-gas grid buildings	On-gas grid heat decarbonisation
	3	Heat networks	Decarbonisation with heat networks
Energy efficiency and other outcomes	4	Poor building energy efficiency	Poor building energy efficiency
	5	Poor building energy efficiency as a driver for fuel poverty	Poor building energy efficiency as a driver for fuel poverty
	6	Mixed-tenure, mixed-use and historic buildings	Mixed-tenure, mixed-use buildings, listed buildings, and buildings in conservation areas

Table 1: LHEES Considerations

Benefits and opportunities of Local Heat and Energy Efficiency Strategies include:

- ensuring a clear and enhanced role for local authorities and local stakeholders in shaping local energy systems.
- bringing together all stakeholders to optimise opportunities based on targeted local needs, potential for economies of scale.
- highlighting the long term direction of travel with a short term focus.

- sending clear investment signals to develop strong and sustainable supply chain opportunities for Scottish businesses.
- focusing on socio-economic benefits of solutions and prioritises investment based on weightings as well as project-specific financial cases.
- the potential to assist with large-scale funding bids, as well as to signpost residents and businesses to impartial advice and support, including financial support schemes.
- a solid foundation for delivery programmes to meet fuel poverty, energy efficiency and heat decarbonisation targets.

A 5-year LHEES Delivery Plan, sufficiently broken down into specific areas, will be developed in Phase 2 in partnership with key stakeholders to outline how the key outputs of the LHEES will be achieved and to highlight opportunities for action for local communities, residents, businesses, developers and wider stakeholders on an area-by-area basis and targeted interventions, projects and early, low-regrets measures.

Renfrewshire's Approach

A robust evidence base looking on an area-by-area basis across Renfrewshire, combined with engagement with key stakeholders formed the foundation of the LHEES development.

Developing Renfrewshire's LHEES required a robust evidence base combining relevant data and technical modelling and enhancing with local knowledge and engagement and input from local stakeholders to optimise the strategy and ensure local needs are being met. There is a dual focus on energy efficiency and heat decarbonisation – to make our homes and buildings warmer, greener and more efficient – and recognition that it is key to remove poor energy efficiency as a driver for fuel poverty.

Renfrewshire Council worked in collaboration with external technical consultants Sweco UK Ltd as well as our key stakeholders to ensure a structured approach that considers the unique characteristics and needs of each of our communities in order to identify and tailor area-based building energy efficiencies and low or zero carbon heating schemes (including potential heat networks) across the Local Authority area. Due to the close links and crossovers between the two key strategies, the engagement and consultations for Renfrewshire's LHEES was carried out jointly with engagement for Renfrewshire's Plan for Net Zero and this joint approach will continue as the strategies progress into the action and delivery phase.

An internal Officers Working Group from across all key Service areas met regularly to discuss each stage of the LHEES and ensure that policies, strategies, projects and programmes from across the Council were being considered at each stage and opportunities to link, optimise or coordinate work programmes were identified.

Initial Stakeholder Engagement:

- Community Climate Conversation: the engagement process was designed for the community voices to be heard first – listening to community priorities and project ideas, what people would like to see in their local areas and barriers and challenges in order to find solutions. This included the Clean Energy theme of the Plan for Net Zero and discussions linked to LHEES, including decarbonisation of heat; improving energy efficiency; alleviation of fuel poverty and removing poor energy efficiency as a driver for fuel poverty. A key theme that came through in community engagement was that people were unsure where to start, help that is available and what makes the biggest impact. Reducing the cost of energy, alleviating fuel poverty and identifying community energy opportunities scored highly for energy priorities.

- Key Stakeholder Organisation Event: with key local, regional and national organisations including community planning partners; local housing associations; Scottish Power; Scottish Gas; Scottish Water; and all 8 neighbouring authorities (57 attendees in total). This event built on the community priorities and was designed to understand the key stakeholders' influence and their role in progressing to net zero as well as partnership working opportunities, including potential for links across LHEES. This event helped us to:

    - gain an understanding of high-level projects being progressed across Renfrewshire and wider Glasgow City Region
    - bring partners together to identify and scope out new actions to move towards net zero.
    - identify and target the challenges/problems collectively that we are all trying to solve.

- Internal workshop: 70 Officers from across all Council Services looking at theme-specific project examples, based on ideas from the community and stakeholder organisation events; and projects from across Scotland. Groups scored against strategic fit, based on key outcomes (e.g., alleviation of fuel poverty; improving energy efficiency; reducing energy demand; renewable energy generation, etc.); deliverability – incl. resources (pounds and people) and revenue generating or cost saving potential; and additional opportunities looking at economic, environmental and social impacts. Thinking not just of the carbon benefits of projects but all the social benefits and opportunities as well as identifying challenges such as resources, risk and skills gaps.

Additional engagement includes with Scottish Government on LHEES development; engagement with all 32 Local Authorities via a fortnightly LHEES Forum; and working with strategic partners such as Scottish Futures Trust, Energy Savings Trust and Zero Waste Scotland to enhance each stage of the process as the strategy was being developed.

Engagement is an iterative process and will continue into the next phase of LHEES to build on existing activities and identify new opportunities to accelerate change. Two-way communication channels will remain in place as projects and activities are implemented to ensure everyone is informed of progress and can provide feedback on our collective journey, with tailored engagement and consultation at a local level on the proposed LHEES delivery plans.

National and Local Policy Drivers

The overarching legislation nationally is the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which amended the Climate Change (Scotland) Act 2009.

The overarching legislation nationally is the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which amended the Climate Change (Scotland) Act 2009. This increased the ambition to commit to net zero by 2045, with updated annual emissions targets and embeds the principles of a just transition.

Key national and local policies, targets and strategies that are linked to, impact, or could be impacted by LHEES were identified and will be kept updated as legislation, policies, strategies and/or targets emerge. The full list can be found in Appendix 2 but includes:

Key National Policies:

Fuel Poverty (Targets, Definition and Strategy) (Scotland) Act 2019
Sets targets relating to the eradication of fuel poverty; to define fuel poverty; to require the production of a fuel poverty strategy.

Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
Sets a 2045 net zero emissions target and interim targets: 75% by 2030; and 90% by 2040.

Heat Networks (Scotland) Act 2021
Regulates heat networks, supporting objectives in the Heat in Building Strategy to grow heat network opportunities.

Housing to 2040
Sets out a vision for housing in Scotland to 2040 and a route map to get there.

What is fuel poverty? In the Fuel Poverty (Targets, Definition and Strategy) (Scotland) Act 2019 a household is in fuel poverty if **more than 10%** of the household's net income is required to pay for their reasonable fuel needs to maintain an acceptable standard of living after housing costs have been deducted.

What is extreme fuel poverty? Where more than 20% of the income after housing costs is spent on required fuel costs and there is insufficient residual income to maintain an acceptable standard of living.

The Scottish Government recognises **4 main drivers of fuel poverty**:

- energy prices
- income
- energy efficiency of the home
- how energy is used in the home

The overarching target in Scotland is that in the year 2040, as far as reasonably practicable, no household is in fuel poverty.

Key Local Policies:

Council Plan – 2022-2027
The Council Plan sets out how the Council will collaborate with partners, communities, and business to progress our five strategic outcomes.

Renfrewshire's Plan for Net Zero
Developed in collaboration with all our stakeholders, we are committed to working towards net zero by 2030.

Renfrewshire Local Housing Strategy 2023-2028
Sets out the strategic approach of the Council and its partners to delivering high quality housing and housing related services.

Renfrewshire Local Development Plan
Sets out the spatial strategy and proposals for Renfrewshire over the next 10 years.

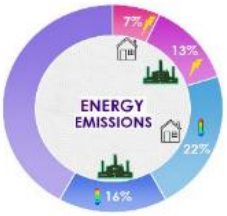
Where are we now? Energy Information & Statistics for Renfrewshire

In order to work collectively to achieve the ambitions within Renfrewshire's LHEES, it is important to know where we are starting from as an evidence base.

The majority of Renfrewshire's homes and businesses, including the Council estate and Council housing stock, are currently heated and powered by fossil fuels which contribute to climate change. Many homes and buildings are also older and/or less well insulated, making them harder and more expensive to heat, which increases carbon emissions and exacerbates issues with fuel poverty.

It is vital that we cut emissions from Renfrewshire's homes and businesses, in a way that ends fuel poverty, ensures warm homes and buildings and develops a thriving, wellbeing economy.

Renfrewshire's energy consumption makes up more than half **(58%)** of the area's total emissions:



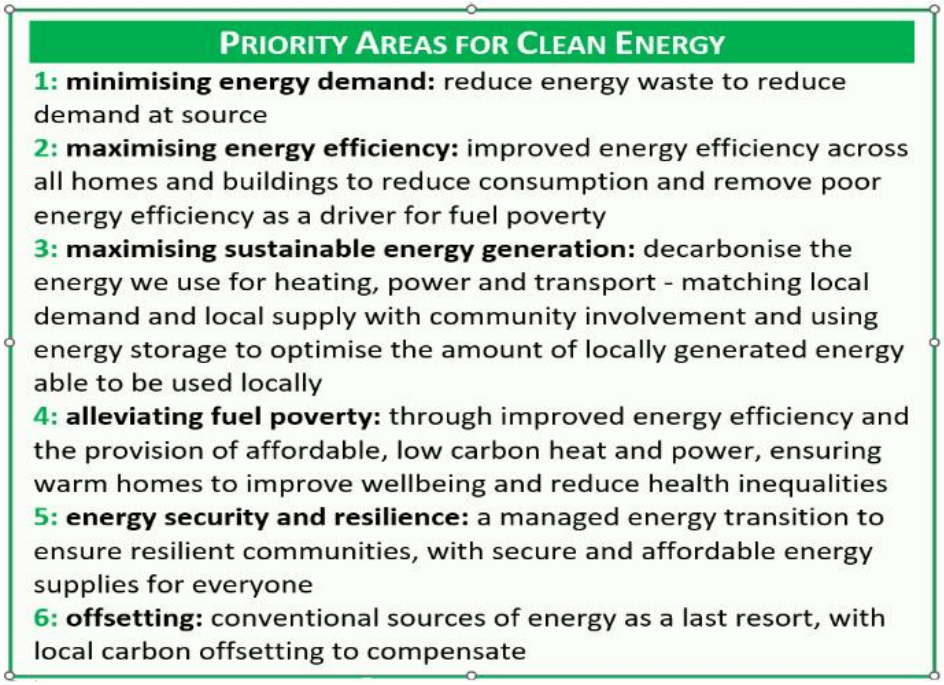
- electricity to power homes and businesses totals **20%** of our total emissions (7% residential and 13% commercial and industry)
- gas and other fuels for heating homes and businesses total **38%** of our total emissions (22% residential and 16% commercial and industry)
- Latest figures show that **22%** of households in Renfrewshire are in fuel poverty[1]
- **89%** of Renfrewshire's homes use mains gas as their primary source of heat (higher than the Scottish average of 79%)
- Council housing stock currently makes up nearly **15%** of the overall housing in Renfrewshire
- the average carbon emissions per household in Renfrewshire is 3.6tCO_2e per year (below the Scottish average Scottish average of 4.3tCO_2e per year)
- the average energy usage per household per year in Renfrewshire is 19,485kWh (below the Scottish average Scottish average of 22,751kWh per year)

[1] Fuel poverty is defined as any household spending more than 10% of their income on energy after housing costs have been deducted. The Scottish average is 24%.

When developing Renfrewshire's LHEES and the Delivery Plans which will be outlined in Phase 2, the energy hierarchy has been taken into consideration and will be followed where possible. The first step is to reduce energy waste, followed by improving poor energy efficiency and removing poor energy efficiency as a driver for fuel poverty. This is followed by identifying renewable, sustainable and low carbon sources of heat supply to meet the demand where possible. However, the scale and pace of change required may mean that in some instances a low carbon heat supply is identified and implemented which benefits residents, communities or businesses ahead of all suitable energy efficiency measures being installed.

It will not be technically or financially feasible in every instance to make the changes required to all building stock for net zero emissions, whether that be energy efficiency measures or decarbonisation of heat supply. In some instances, conventional sources may require to be used as a last resort, with local carbon offsetting to compensate.

This approach links with the Clean Energy theme in Renfrewshire's Plan for Net Zero, which aims to minimise energy demand, maximise energy efficiency and transform our energy systems to deliver clean, affordable energy for all.



Renfrewshire's Plan for Net Zero Clean Energy Priority Areas

Mapping strategically across Renfrewshire to identify tailored, local energy efficiency and decarbonised local heat solutions, will reduce reliance on fossil fuels; accelerate deployment of local energy systems where local supply meets local demand; support the growth of net zero local economies and quality, sustainable jobs; and tackle climate change while addressing specific energy issues faced locally within our communities, including alleviation of fuel poverty. This will ensure energy security, affordability and resilience while keeping the benefits of local energy systems within our communities.

The 6 LHEES Stages

Renfrewshire's LHEES is evidence-driven - using a wide range of data at each stage, combined with stakeholder engagement, in order to develop the strategy and take into account a range of key priorities to tailor local solutions specific to local areas.

Stage 1: Review - involved a review of national and local policies, targets and strategies that are linked to, impact, or could be impacted by LHEES. This stage provided the opportunity to consider how national policy can be linked to local circumstances and strategies, helping to identify the key priorities for LHEES and also relevant local targets and indicators.

Stage 2: Data Collation and Verification – creating a Data and Tools Library to identify the most appropriate data and information to support analysis in the subsequent stages of the LHEES process.

Based upon the national and local key policies and discussions regarding the key challenges in Renfrewshire, two key priorities were set for Renfrewshire's LHEES, both of which align with key drivers at a national and local level: fuel poverty alleviation; and carbon emissions reduction.

In addition to these key priorities, it was agreed that we would also consider other indicators set out in the LHEES criteria as the policy review indicated that these would be relevant to the Renfrewshire area:

Indicator	What does this illustrate?
1. Households in fuel poverty	Homes that may need prioritised to alleviate fuel poverty
2. Local Development Plan (LDP)	Strategic areas to include for future heat demands/heat loads
3. Potential anchor load buildings (public buildings, high heat demands, hotels, etc.)	Potential heat demands to make a heat network viable
4. Existing Heat Networks	Potential for expansion to existing heat networks
5. On gas /off gas grid	Ease of transferring to a low carbon technology
6. Waste heat/energy	Potential existing heat sources
7. Poor Energy Performance Certificates (EPCs)	Buildings likely to need energy efficiency improvements

Table 2: LHEES Indicators

These indicators were considered at each stage of the LHEES to provide a high-level understanding of the current fuel poverty and building performance across Renfrewshire's 38 intermediate zones.

Data zones are stable, small geographical areas that do not often change. Intermediate zones are made up of aggregated data zones (2,500-6,000 residents) and sit between data zones and Council areas for granularity, or detail, of data.

Stage 3: Strategic Zones and Pathways – using the information from Stages 1 and 2 to understand the current energy efficiency and heat decarbonisation performance of all building stock at a local authority wide level (Council, public, private, 3rd sector and all tenures of residents) and designates zones setting out the most appropriate energy efficiency and heat decarbonisation options for the area.

Stage 4: Generation of Initial Delivery Areas and Potential Zones for Heat Networks - place-based analysis at a higher level of detail, identifying specific locations/clusters for potential Delivery Areas within a Strategic Zone.

Stage 5: Energy Efficiency and Heat Decarbonisation Pathways - establishing in more detail the types of interventions required to decarbonise buildings and identified opportunities and challenges for heat decarbonisation, including outline costs and carbon savings.

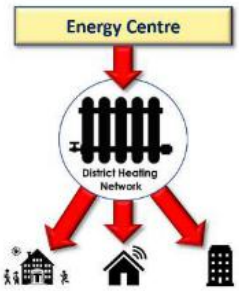
Stage 6: Finalisation of Delivery Areas – identifying a range of projects and actions to be developed in the LHEES Delivery Plan, highlighting the long-term direction of travel as well as near term opportunities.

LHEES Terminology – District Heating

A district heating network is the distribution of heat from a central energy source to multiple customers through a system of insulated pipes.

District heating uses a central heat source to supply heating and hot water to multiple residential and/or commercial buildings via a system of insulated pipes that are generally buried underground. Although referred to as district 'heating', these networks can provide both heating and cooling demand.

Communal heating is similar to district heating, but in this case, the central heat source supplies heating and hot water to multiple users within one building, e.g., blocks of flats.



A central source for heat is more efficient than each building having its own individual, carbon intense system and brings significant opportunities for this heat to be delivered using low carbon sources direct to radiators. This reduces our reliance on fossil fuels, reduces heat losses from inefficient boiler systems and brings savings on service and maintenance.

District heating systems using low carbon and renewable heat sources can help to alleviate fuel poverty, increase energy security and resilience, reduce energy demand and can protect users from energy market volatility and spikes in prices.

There are examples of both communal heating and district heating networks in Renfrewshire, including the first of a kind in Scotland AMIDS District Heating Network - provides low carbon heating, cooling and hot water via a district heating network to businesses at the Advanced Manufacturing Innovation District site in Paisley, with a carbon reduction of over 95% over the 40 years lifecycle of the project and potential to connect other buildings locally.

When identifying potential district heating networks, the most common approach is to identify anchor loads for the network, assess the heat density (or heat demand) of the area and to identify a heat source.

- anchor loads - are buildings with significant heat demands in an area which help increase network viability and are often the first buildings to be connected to a network:
    - public buildings are generally good anchor loads, providing higher levels of certainty for developers due to predictability and consistency of building use
    - buildings with high heat demand and/or diversity of use are key, e.g. hotels/leisure centres have significant heating and hot water demand 24/7, 365 days a year; a school will require heat during the day, whereas homes generally require their heating at night. These ranges of heat demand help to balance a network.

- assessing the heat demand of the area - this determines the size of energy centre required to provide heat for buildings on a network, as well as the length and diameter of pipes required to supply the heat:
    - public buildings can again be key when assessing heat demand as this data is generally reliable and easily accessible in order for analysis in the first instance.

- identifying a heat source - the heat source which will supply all the buildings on a network is key:
    - developing a district heating network does not necessarily mean using only new infrastructure. In the development of Renfrewshire's LHEES, opportunities to use existing infrastructure and assets are also being explored. This includes opportunities to use waste heat recovery, i.e., existing potential heat sources such as our rivers which in the past powered mills; reservoirs; factories and manufacturing processes which produce high levels of waste heat; and waste heat recovery from the wastewater treatment process.

- minimising heat losses – increases viability of network:
    - heat networks are generally more efficient than individual heating systems within each property but the further the heat has to travel, the higher the likelihood that heat may be lost.
    - a measurement called linear heat density is used to identify where networks may be more viable, based on heat demand and the length of the network to calculate and minimise potential heat losses. The accepted industry standard linear heat density for a viable network is 4MWh/metre. However, all options will be explored, in order to include areas within Renfrewshire which have lower heat densities, including rural areas and smaller urban settlements in order to identify the most beneficial heat solution for communities.

Additional duties came into force in May 2023 requiring owners of public sector non-domestic buildings to submit a Buildings Assessment Report to their local authority. These public sector buildings have the potential to be key anchor loads, and this will help assess potential anchor load suitability and/or network connection opportunities.

Zoning across Renfrewshire for viable large-scale and small scale district heating and communal heating networks will enable us to understand the scale and potential of these opportunities.

LHEES Terminology - Energy Efficiency Measures

Energy efficiency means using less energy to get the same job done. Energy efficient homes and buildings use less energy to heat and cool, which leads to cutting energy bills and reducing carbon emissions.

The first steps in the energy hierarchy are to reduce energy waste and improve energy efficiency, including removing poor energy efficiency as a driver for fuel poverty. Most homes and buildings lose heat through walls, roof, windows and doors due to warm air travelling to cold spaces. Improving energy efficiency is one of the main ways to reduce draughts, heat loss and carbon emissions. This leads to lower energy bills, warmer homes and buildings and improved mental health and wellbeing. It also improves the fabric of homes and buildings by reducing potential for damp and mould, which can also affect the health of building occupants.

Many homes and buildings in Renfrewshire are older and/or less well insulated, making them harder and more expensive to heat, which increases carbon emissions and exacerbates issues with fuel poverty.

There are a number of measures that can be taken to improve energy efficiency, which have been explored in the development of Renfrewshire's LHEES and which will be further developed in the Phase 2 area-based Delivery Plans.

Draught Proofing: draught proofing is one of the cheapest and most effective ways to stop heat loss, helping to keep homes and buildings warm and reducing energy bills. This involves blocking unwanted spaces and gaps that let cold air in and let heat escape out and there are simple ways that this can be done without the need to call in professionals, but care must be taken not to seal off ventilation which is specifically designed for air flow. Simple DIY methods include draught-proofing strips for windows; draught excluders; keeping doors closed leading to rooms that you don't normally heat, e.g., spare room; and using a letterbox flap or brush. Warm air rises and so blocking off draughts around loft hatches and attic doors can also reduce the amount of heat needed to keep warm.

Insulation: in an uninsulated home roughly a third of heat loss is through the walls and around 25% of heat is lost through the roof, attic or loft spaces. Generally, homes built from 1990 onwards have good levels of wall insulation, but older homes may require action to properly insulate.

- Cavity Wall Insulation: Cavity walls are made of 2 layers, with a small gap between them. Insulation involves injecting insulation material into this gap (or cavity) and requires a professional, but generally has minimal disruption as it can often be done in a couple of hours.
- Solid Wall Insulation: homes which were built before the 1920s general have solid external walls with no cavity but can be insulated from either the inside or the outside. This is more costly than cavity wall insulation but can also bring greater savings in bills.
- Loft and Roof Insulation: if your loft is easily accessed then loft insulation is often easy to carry out, and it is possible to do yourself. Harder to access loft spaces require a professional to complete the required works.

Windows and Doors: energy efficiency can be improved by upgrading to double or triple glazing glass or applying secondary glazing. Not only does this keep heat in, but it can also reduce noise from the outside. Another effective way to keep heat in and reduce noise travelling is through heavy lined curtains and closing curtains and blinds at night. If you live in a conservation area or a listed building then you should check with Renfrewshire Council's planning team as there may be restrictions on work that is allowed, or special permissions may need to be obtained.

Hot Water Tanks and Radiators: insulating behind radiators on external walls using radiator reflector panels is an effective, low cost option to reduce heat loss. They act by reflecting the heat from the radiator back into the room instead of letting the heat escape through the external wall. Insulating your water tank using a hot water cylinder jacket or lagging is also a quick and easy way to keep water hotter for longer and reduce energy bills.

For free, impartial advice on energy efficiency for your home as well as financial support schemes, grants and loans visit Home Energy Scotland. Interest free loans for small and medium sized businesses, not-for-profit organisations and charities are also available through Business Energy Scotland.

One of the ways Renfrewshire Council is helping our tenants is through our Housing Regeneration & Renewal Programme: a £100M ten year programme delivering high quality and energy efficient Council housing throughout Renfrewshire - creating nicer places to live, bringing down energy bills and alleviating fuel poverty, with associated health and wellbeing benefits.

Overview of Renfrewshire as a Whole: Fuel Poverty & Energy Efficiency

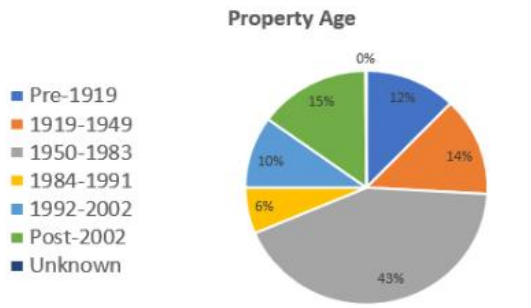
This section of Renfrewshire's looks at the area-wide picture relating to fuel poverty and energy efficiency for Renfrewshire, setting out the challenges and opportunities and potential areas of focus.

All potential proposals will then be further developed and enhanced during Phase 2, the action and delivery phase, when detailed Delivery Plans, broken down sufficiently by area will be co-developed with our local communities and other key stakeholders.

Key Fuel Poverty and Energy Efficiency Stats for Renfrewshire

% of homes in fuel poverty: 22%
% of homes in extreme fuel poverty: 7.4%
% of homes on gas grid: 94%
% of homes with single/partial glazing: 5%
% of homes with double glazing: 92%
% of homes with triple glazing: 3%
% of homes with wall insulation: 42%

The census high level results for Renfrewshire released by the National Records of Scotland showed that Renfrewshire's population has increased again and now stands at 183,800 - an increase of 8,892 (5%) from 2011. This links with a 7.2% increase in the number of households between 2011 and 2022, with 91,685 domestic properties being analysed as part of Renfrewshire's LHEES.



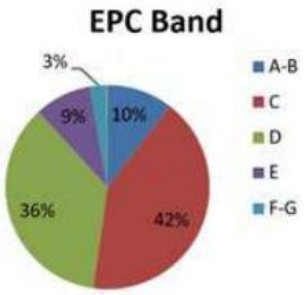
Renfrewshire Domestic Properties by Age

Where new homes and buildings have to meet certain standards of energy efficiency, those older homes and buildings need work to bring up to standard. Undertaking energy efficiency measures such as insulation in existing properties is called retrofitting. Improving energy efficiency reduces the amount of heat needed to keep hom
es and buildings warm and so leads to reduced energy bills.

Generally, houses built from the 1990s onwards have good levels of insulation. Analysis of Renfrewshire households found that 75% of households in Renfrewshire were built pre-1992, but many have since been retrofitted with insulation improvements such as insulation and double glazing.

An Energy Performance Certificate (EPC) gives information on how energy efficient a building is and how it could be improved. EPCs are valid for 10 years and need updated on expiry and also at all points when a building is sold or let to a new tenant. EPCs can also be updated following improvements to a building.

An EPC's energy efficiency rating estimates how much fuel bills may be and also the environmental impact rating in terms of estimated carbon emissions. EPC ratings are banded on a scale from A to G, with A being the best. A recommendations report is included which outlines improvements and what the potential EPC rating could be if these were carried out.



Domestic EPCs in Renfrewshire

Analysis of Domestic EPCs in Renfrewshire found that 10% were in the top bands of A-B; 42% were in Band C; 36% were in Band D; 9% were in Band E; and 3% were in the lowest bands F-G. However, EPCs were often found to vary by tenure as outlined in the 'Fuel Poverty' section which follows. You can find out the EPC for your property on the Scottish EPC register.

To remove poor energy efficiency as a driver for fuel poverty, targets at a national level have been set to improve the energy efficiency standards to the equivalent of EPC Band B for households in fuel poverty.

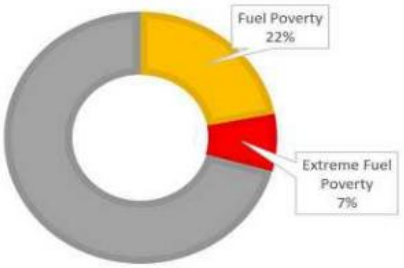
Through Scotland's Heat in Buildings Strategy, regulations requiring that all residential properties achieve the equivalent to EPC Band C by 2033 where technically and legally feasible and cost-effective is to be introduced.

The social housing sector is expected to go further, with all social housing meeting EPC Band B or as energy efficient as practically possible by the end of 2032 (within the limits of cost, technology and necessary consent).

Standards for the private rented sector are also being introduced to ensure measures are implemented to prevent private tenants from being at increased risk from fuel poverty.

Fuel Poverty in Renfrewshire

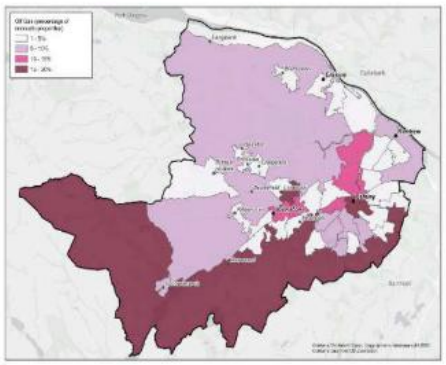
A household is defined as in fuel poverty if more than 10% of the household's net income is required to pay for reasonable fuel needs to maintain an acceptable standard of living after housing costs have been deducted. Extreme fuel poverty is where more than 20% of the household's net income is required for reasonable fuel costs after housing costs have been deducted.



Fuel Poverty in Renfrewshire

There are four main drivers of fuel poverty: energy prices; income; energy efficiency of the home; and how energy is used in the home.

Recent market volatility and spikes in energy prices have had severe impacts on households and contributed to the cost-of-living crisis, including rising levels of all forms of poverty and people having to choose between heating their homes and eating. This has led to many not using heating at all or severely reducing their heating to reduce energy bills to as low a level as possible. This has knock on effects on mental health and wellbeing as well as having negative impacts on building fabric such as increased damp and mould, bringing further potential negative health impacts. Those who are in off gas grid areas can often face higher energy prices and so higher levels of fuel poverty due to a lack of fuel choice. Generally, off gas grid areas are more commonly found in rural locations, but in Renfrewshire there are also concentrated clusters of off gas grid properties in urban areas.



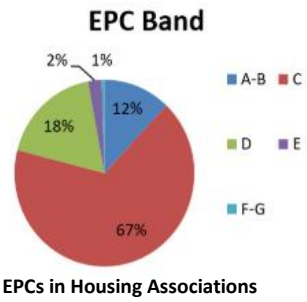
% of off gas grid levels in Renfrewshire: where darker shades indicate higher levels of off gas grid

Household income is also a contributor to fuel poverty – particularly if household incomes are not increasing at the same rate as energy and other household costs. Residents on a fixed income, such as those who are unable to work and those over pensionable age are at particular risk of income not keeping up with inflation of other requirements. Residents in Renfrewshire who are aged 65 or over make up 19.5% of the total population.

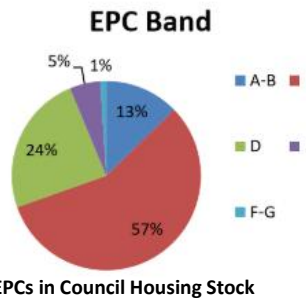
Poor energy efficiency is another key driver of fuel poverty – poorly insulated homes are difficult to heat and keep warm, with heat loss through various areas of the home. This leads to the household needing to use increased levels of heat to keep the home to a reasonable standard of warmth, and so increases energy bills.

The need to remove poor energy efficiency as a driver for fuel poverty is a focus area for Renfrewshire's LHEES. A way to identify poor energy efficiency can be through the household Energy Performance Certificate (EPC). EPCs outline the energy efficiency of a building, and so are indicative of potential energy costs, and are scaled from Band A to Band G, with A being the highest.

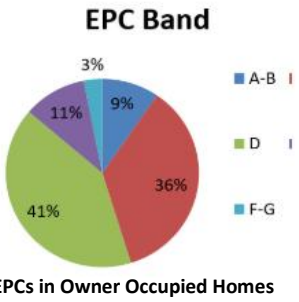
Analysis of Domestic EPCs in Renfrewshire found that 10% were in the top bands of A-B; 42% were in Band C; 36% were in Band D; 9% were in Band E; and 3% were in the lowest bands F-G. However, EPCs were found to vary widely by tenure as can be seen below:



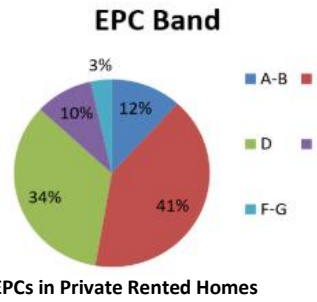
EPCs in Housing Associations



EPCs in Council Housing Stock



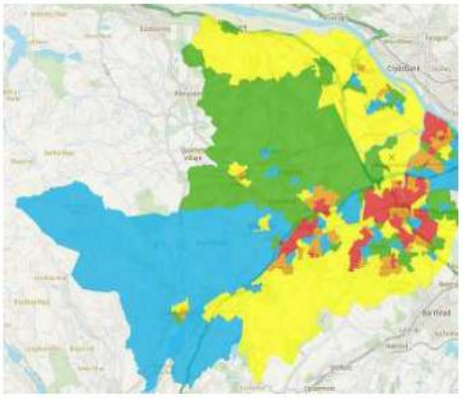
EPCs in Owner Occupied Homes



EPCs in Private Rented Homes

The social housing sector has lower levels of EPC Bands D, E and F-G; and higher levels of properties in Band C. EPC Bands A-B were fairly similar across all housing tenures. So, in cases where the houses were energy efficient, then it appears that other factors are driving fuel poverty. In developing the LHEES, EPCs were also mapped across the area to identify areas of focus for energy efficiency interventions for LHEES Delivery Plans – this map can be found in Appendix 3. This data confirmed areas which ranked as a low priority for energy efficiency measures, but which had high fuel poverty, indicating that poor energy efficiency was not the driver for fuel poverty in these areas.

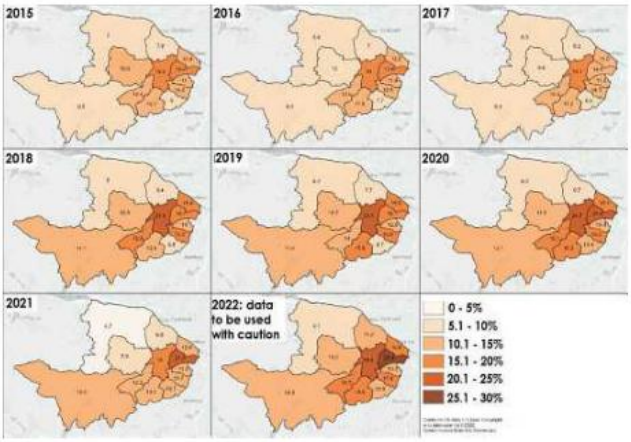
Scottish Index of Multiple Deprivation (SIMD) is a tool used to identify areas where people are experiencing disadvantage across different aspects of their lives. Renfrewshire's SIMD profile is on a scale, with SIMD 1 areas in red (most deprived) through to SIMD 5 in green (least deprived), with 2 being orange, 3 being yellow and 4 being blue.



Renfrewshire's SIMD Profile

SIMD data is at data zone level, looking at small geographical populations (500 to 1,000 residents). Aspects used to calculate SIMD ratings are income; employment; health; education and skills; housing; geographic access; and crime. Not all of these factors directly contribute to fuel poverty and so additional datasets were combined to identify fuel poverty focus areas.

Engaging with the most vulnerable members of our society whose voices are key to ensure social justice is delivered. Innovative engagement methods and targeted engagement with traditionally under-represented groups will be used to ensure all demographics are reached.



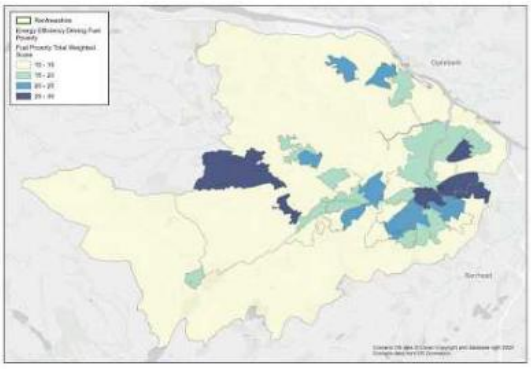
Children living in relative and absolute low income households before housing costs

Children Living in Low Income Families data focuses on child poverty (and does not include households with no children) but is another indicator of households potentially at increased risk of fuel poverty. This data shows significant increases in child poverty from 2015 to 2022 and sharp rises over the last few years, likely related to the pandemic and the cost-of-living crisis. This highlights vulnerable sections of our society that may not be captured, or may be masked, in other dataset's factors. For example, because SIMD includes a scoring for geographical access, urban areas with good access to services and transport may receive a better overall scoring, masking other issues within the community.

Data indicates the highest concentration of child poverty is within urban areas in Paisley, but is also found in significant levels in other areas, highlighting further areas, in addition to those highlighted using SIMD, for in-depth analysis and focus.

Home Analytics data looks at key housing stock characteristics such as levels of insulation and glazing. When cross-referencing Home Analytics energy efficiency data with fuel poverty, the 10 intermediate zones with the highest probability of fuel poverty being driven by poor energy efficiency were different to the top 10 SIMD areas. In this analysis, areas most at risk of fuel poverty being driven by poor energy efficiency were:

- Paisley Central.
- Paisley North East.
- Bridge of Weir.
- Kilbarchan.
- Paisley East.
- Paisley North West.
- Johnstone North West.
- Erskine West.
- Paisley North; and
- Renfrew South.



Poor energy efficiency as a driver for fuel poverty

In Phase 2 Delivery Plans, there will be a specific focus on these areas to look at interventions and work programmes that will help to remove poor energy efficiency as a driver for fuel poverty, as well as a focus on what interventions can help with fuel poverty and extreme fuel poverty which are being driven by other factors. The Children in Low Income Family and the Poor Energy Efficiency as a Driver for Fuel Poverty maps are set out at intermediate zone level (2,500-6,000 residents) and so the areas are not broken down as much as SIMD data mapping.

Delivery Plans will further analyse all of these datasets and break down sufficiently to enable identification of appropriate interventions and work programmes and to identify where support and advice may be needed most.

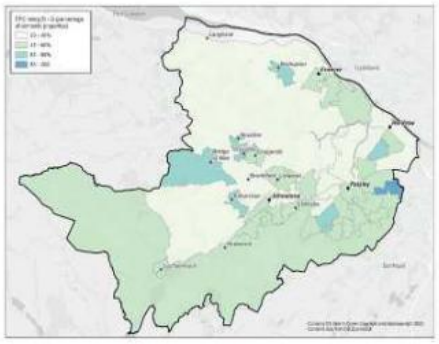
Poor Building Energy Efficiency: What is Driving Poor Energy Efficiency?

Larger versions of all maps from this section can be found in Appendix 3

Data analysed during the development of Renfrewshire's LHEES included 6,641 non-domestic properties but due to the limitations of energy efficiency data for non-public sector non-domestic buildings, this section concentrates on domestic properties only. However, there will be many non-domestic buildings that will require interventions, such as wall and roof insulation, and replacement glazing. Strategies for these will be explored in future updates of the LHEES as more data is gathered for non-domestic buildings.

There is more certainty with the non-domestic data when looking at potential for anchor loads and/or heat demand for connecting to a district heating network as these benchmark calculations take into account floor area, fuel type and use of building. As such, for non-domestic properties the focus was on analysing potential as anchor loads and/or for connection to district heating networks (covered in more detail in the 'Heat Networks' section later in the document).

The energy efficiency performance of domestic properties across Renfrewshire is a mixed picture, with 48% of properties estimated to have an EPC in the lowest bands of D-G. The EPC ratings are slightly better than the national average, with Renfrewshire having an estimated 12% of properties with an EPC of E-G (compared to a national average of 13%, according to the Scottish House Condition Survey 2021).

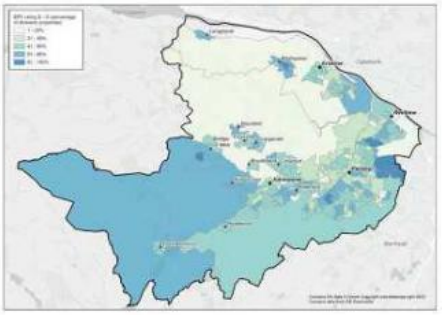


Map EE1: EPC D-G at intermediate zone level

Properties that have a lower EPC rating are more likely to be eligible for targeted funding to improve energy efficiency. When analysing the EPCs at an intermediate zone level (2,500 to 6,000 residents), it appears that there are several zones that have a higher percentage of domestic properties with poor energy efficiency performance.

Paisley Ralston has the highest percentage of poor energy efficiency, with 87% of domestic homes having an EPC of D to G, followed by Bishopton (77%) and Paisley South West (71%). 31% of properties in Paisley Ralston have an EPC E-G which is significantly higher than the next intermediate zone, Bridge of Weir (20%).

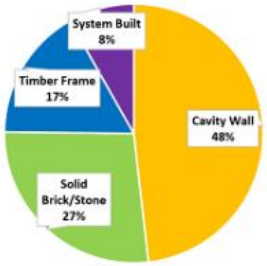
Intermediate zones (IZ) provide a score over a larger area to give an overall view of poor EPCs across Renfrewshire. By considering data at a more detailed data zone level (500 to 1,000 residents), we gain a better understanding of more detailed patterns where clusters of properties with poor energy efficiency are found. Analysis showed that there were some areas that have low EPC scores but, because IZ levels are large, they were averaged out and are not so obvious until analysed at data zone level, for example Langbank. The focus for energy efficiency in the area-based Delivery Plans will be at data zone level for this reason.



Map EE2: EPC D-G at data zone level

What are the main factors for Renfrewshire relating to poor energy efficiency?

Analysis was carried out on the 91,685 domestic properties across Renfrewshire to identify patterns in poor energy efficiency in order to tailor interventions in the Delivery Plans and ensure targeted advice where needed.



Wall Insulation (All Properties)

Wall Insulation: 44,235 of 91,685 domestic properties in Renfrewshire have cavity wall construction (48.2%); 24,721 have solid brick or stone wall construction (27.0%); 15,238 timber frame wall construction (16.6%); and 7,491 system-built wall construction (8.2%). Overall, 58% of all homes are estimated to have some form of wall insulation.

Timber frames are the most likely wall construction to have insulation, with only 17.7% of these properties being uninsulated, but this also links with property age – with 81% of these properties being constructed post 1992 when higher levels of insulation are more common.

When looking across different tenures we can see that 74% of all social housing properties (Council housing stock and Housing Association) have wall insulation; compared with 55% wall insulation for owner occupiers and 42% wall insulation for private rented properties.

Taking the most common wall construction in Renfrewshire (cavity wall), 35% of these types of homes are uninsulated (15,839 properties). Broken down by tenure:

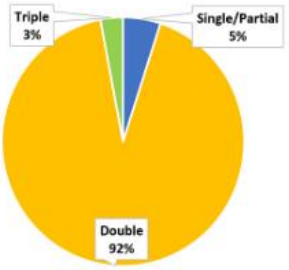
- social housing makes up 17.9% of all cavity wall construction domestic properties in Renfrewshire (but 9% of the uninsulated cavity wall properties)

- 73.5% of cavity wall domestic properties are owner occupied (but these properties make up 79.9% of uninsulated cavity wall properties)
- private rented properties make up 8.6% of cavity wall domestic properties (but 11.1% of uninsulated cavity wall properties)

Glazing: Differences between different tenures can also be seen in glazing types. Overall, in Renfrewshire, 92% of all domestic properties have double glazing; 3% have triple glazing; and 5% have single or partial glazing. Broken down by tenure:

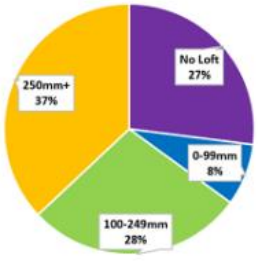
- social housing and owner occupiers have higher levels of double glazing (94% and 93% respectively) and triple glazing (3% and 2% respectively) than private rented properties (89% double glazing and 1% triple glazing)

- 3% of social housing properties have single or partial glazing. This rises to 5% for owner occupiers and rises again to 10% for private rented properties.



Glazing Type (All Properties)

Private rented properties make up 11% of all homes in Renfrewshire but make up 21% of properties with single or partial glazing; and 15% of all uninsulated properties. This highlights an area where advice and support for this sector, including signposting to financial support schemes and upcoming changes to legislation, may be helpful. This would help to alleviate fuel poverty and reduce bills while improving warmth for tenants and would also help with the fabric of the building and maintenance, decreasing the likelihood of problems such as damp and mould.



Loft Insulation (All Properties)

Not all homes have lofts but, for those that do, this is another area where energy efficiency improvements have significant impacts. Owner occupier properties have the highest percentage of lofts at 72% (this drops to 53% and 52% for social housing and private rented respectively). The depth of loft insulation recommended by Energy Saving Trust Scotland and current buildings regulations is 270mm, with most new build homes having between 270-300mm insulation. As well as higher likelihood of a loft, owner occupiers had the highest levels of 250mm+ insulation at 42%, with social housing having 27% and private rented 21% at this level.

Next Steps - Energy Efficiency Focus for Delivery Plans:

EPC D-G: Single Glazing

Of the 43,754 domestic properties with an EPC in the lowest bands (D-G), and therefore more likely to be e ligible for targeted funding:

- 3,500 properties (8%) had single glazing
- 27,306 properties (62.4%) had uninsulated walls, and
- 2,792 properties (6.4%) had both single glazing and uninsulated walls

EPC D-G: Uninsulated Walls

This poor energy efficiency is likely to be an exacerbating factor in fuel poverty for these households. The area-based Delivery Plans will have a focus on these properties to identify clusters where targeted support and interventions can help to remove poor energy efficiency as a driver for fuel poverty and provide support across all tenures, including signposting for landlords where relevant.

EPC D-G: Uninsulated Walls AND single glazing

Support and advice for those properties in fuel poverty where poor energy efficiency is not the key driver will also be developed in collaboration with partner organisations to ensure that all households who may be vulnerable to fuel poverty are reached and supported.

Links to impartial advice and support will also be promoted for those looking to make energy efficiency improvements who have higher band EPCs. And for all households, opportunities for the decarbonisation of heat and supply of efficient, low carbon heat will be explored to deliver clean, affordable warmth to all.

Renfrewshire Council are implementing energy efficiency improvements in housing stock and, where possible, will work with homeowners within mixed tenure blocks to help them to participate, as well as working with the private rented sector to share learnings and identify opportunities to reduce costs through economies of scale.

Overview of the Opportunities for the Decarbonisation of Heat across Renfrewshire: Potential for Heat Networks

Larger versions of all maps from this section can be found in Appendix 4

In addition to improving energy efficiency, another key driver in affordable warmth is the provision of heat and how that is supplied. This section looks at the area-wide picture relating to the decarbonisation of heat for Renfrewshire, setting out the challenges and opportunities and potential areas of focus.

All potential proposals will then be further developed and enhanced during Phase 2, the action and delivery phase, when detailed Delivery Plans, broken down sufficiently by area will be co-developed with our local communities and other key stakeholders.

Key Heat Stats for Renfrewshire

Size of Area: 262sq. kilometre
Population density: 703 residents/sq. km
(Scottish average: 70; Glasgow has 3,555)
% of homes in fuel poverty: 22%
% of homes in extreme fuel poverty: 7.4%
Average heat demand per household: 11,521kWh per year
% of homes on gas grid: 94%
homes with mains gas as main source of heat: 82,667 (90.2%)
homes with electricity as main source of heat: 7,017 (7.7%)
homes with heat pumps as main heating system: 499 (0.5%)
homes with communal heating: 1,093 (1.2%)

Decarbonisation of heat means reducing the carbon emissions associated with our heating systems and switching to cleaner and more efficient systems to heat our homes and buildings.

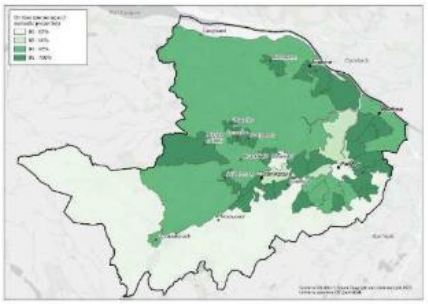
Key Factors in the Potential Decarbonisation of Heat through District Heating Networks:

Data across the whole of Renfrewshire was analysed in order to identify potential opportunities for district heating networks, to enable the provision of efficient, low carbon heat to homes and businesses. A number of factors were taken into account to identify the first phase of potential opportunities. Population density links with heat demand and linear heat density (and the length of pipework that would be required for a network).

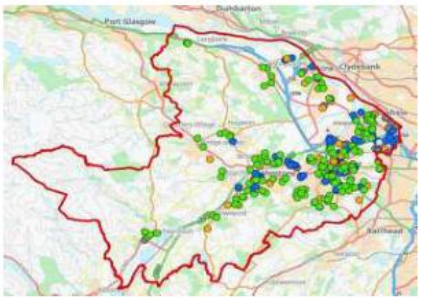
Overall, Renfrewshire has a population density of 703 residents per square kilometre (10% more dense than the national average of 70, but significantly less densely populated than Glasgow at 3,555 residents per square kilometre). This population density varies significantly in different areas of Renfrewshire and the potential for communal or district heating will be explored further for all areas, not just those with the highest population densities. There are many small-scale operational examples of district heating across Scotland in areas of low population densities which have the potential to be scaled and replicated – and which have had significant impacts on both carbon emissions and fuel poverty following implementation. Other factors include:

1. On Gas and Off Gas Grid Locations (Map H1):

The majority of homes and businesses in Renfrewshire are on gas grid, but those in off gas grid areas often face higher instances of fuel poverty due to a lack of fuel choice and higher bills. This has been particularly true in recent years with high electricity prices per kWh compared with that of gas. Higher fuel costs can also impact viability of businesses in these areas. Even with lower population and heat densities in some off gas grid areas, heat networks can be viable on a smaller scale as heat can often be supplied at lower costs to the consumer than the traditional source of heating (electricity, oil, LPG), so helping to alleviate fuel poverty.



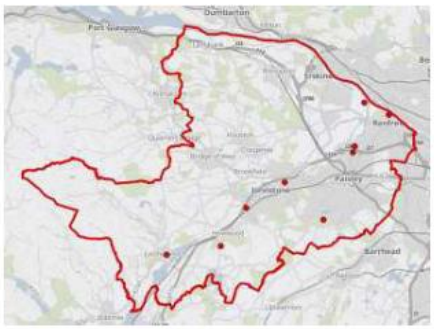
Map H1: % on gas grid in Renfrewshire



Map H2: Potential anchor loads in Renfrewshire

2. Potential Anchor Loads for District Heating Networks (Map H2): Anchor loads are buildings with significant heat, cooling and hot water demand, helping network viability. Potential anchor loads were identified across Renfrewshire. Green dots signify Council buildings, with orange dots signifying other public buildings. Blue dots signify additional potential anchor loads with high heat demands and a range of uses to diversify and balance heat demand across seasons and throughout the day and night, to optimise any potential networks. Cross-border opportunities with neighbouring local authorities will also be explored further in Delivery Plans – including any potential partnership projects or potential for cross-border heat supply.

Potential Heat Sources for District Heating Networks: Heat Networks generally have a purpose-built energy centre to supply heat to all the buildings connected to the network. However, the heat source for the energy centre can take different forms and does not always require new infrastructure and assets. Analysis for Renfrewshire's LHEES included identifying existing infrastructure and assets that can be harnessed to supply heat. There are many existing potential large-scale heat sources, such as rivers and aquifers, green spaces and geothermal opportunities.

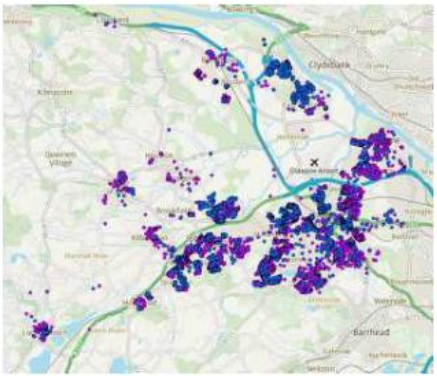


Wastewater Treatment Opportunities

Opportunities to capture waste heat – similar to the waste heat recovery used in the AMIDS district heating network will be further developed in the Delivery Plans. Potential waste heat sources include wastewater treatment plants; data centres; factories, industry and manufacturing processes; hospitals; supermarkets; leisure centres; and energy from waste. All of these provide opportunities for low regret heat decarbonisation, using existing infrastructure.

There will also be a need for new development and purpose-built energy centres with low carbon heat supply, and opportunities to site energy centres on Council-owned land will be identified, in addition to extending and expanding existing heat networks.

Housing Tenure (Map H3):

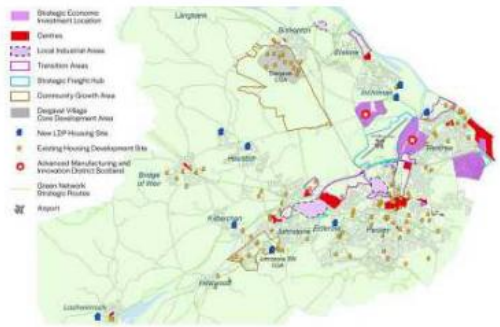


Map H3: Social housing clusters in Renfrewshire

Renfrewshire Council has a target of implementing measures in housing stock to reduce carbon emissions by 68% (from 2020 levels). Provision of low carbon heat in addition to energy efficiency improvements will play a key role in this. Clusters of social housing (both Council and Housing Association) provide opportunities for both the tenants and for the viability of district heating networks as a whole, due to work programmes such as boiler replacements which are programmed and known in advance. Engagement with tenants is also ongoing and so any potential heating schemes can be set out and discussed fully in advance, with benefits including affordable warmth being outlined and the opportunities for tenants' questions to be asked. This then also builds a solid base for the scheme to connect surrounding properties, whether owner occupier, private rented or commercial.

Existing Heat Networks:

Existing large heat networks in Renfrewshire include the AMIDS district heating network and the University of the West of Scotland's Paisley Campus. It is hoped collaboration and partnership working will lead to the identification of opportunities for the potential for expansion and extension of existing networks (again optimising these existing assets) and also a chance for knowledge gained being applied to scale and replicate projects in other areas.



Map H4: Renfrewshire Local Development Plan areas

Local Development Plan (Map H4):

Renfrewshire's Local Development Plan (LDP) sets out the spatial strategy over the next 10 years and aligns with National Planning Framework 4, outlining development and infrastructure in line with national principles, priorities and policies.

Knowing where potential developments are taking place, and what these developments entail (e.g., housing or industrial) helps to future-proof Delivery Plans when looking at potential heat networks and any future connections. Horizon scanning also enables early discussions to take place with developers and mitigate against potential heat network opportunities being missed; connections to be optimised; energy centres and pipe networks to be suitably sized and future-proofed, as well as potential for cost savings for heat network development by installing pipe network at times when other civils works are being carried out (civils being one of the main costs in installing a district heating network).

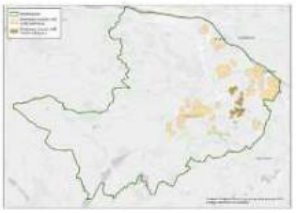
All of these considerations were analysed and taken into account when looking at heat decarbonisation opportunities across Renfrewshire, and the potential for supply of heat through district heating networks.

Overview of the Potential First Phase Priority Heat Network Zones

The initial areas for exploration were identified through having high heat demand, being close to an energy source and the presence of public buildings as potential anchor loads.

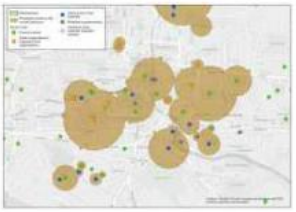
Larger versions of all maps from this section can be found in Appendix 5.

In order to prioritise the initial priority heat networks for further exploration, heat clusters were identified across Renfrewshire. 12 heat clusters were identified in Paisley, with 33 heat clusters identified in the rest of Renfrewshire.



Renfrewshire Heat Clusters

The heat clusters are mainly in urban and more densely populated areas, but heat networks can also work on a smaller scale for rural areas. All options will be explored on an area-by-area basis in the development of Delivery Plans and in future iterations, based on scalability and replicability of projects that can be tailored to these areas, and exploring operational projects that have worked in similar areas across Scotland.



Anchor Loads in high linear heat density clusters

Linear heat density is a measure of heat load per metre of district heating pipework and identifies if a heat network is likely to be financially viable based on likely revenue generation for a given capital cost of installation of infrastructure:

- Higher heat density (16,000kWh/year/metre) was used in Paisley centre as laying pipework in town centres and under busy roads is more costly and disruptive. These clusters needed 5 or more anchor loads.
- Lower heat density (4,000kWh/year/metre) was used in more suburban and rural areas, where anchor loads may be more dispersed but where there may be more opportunities to install pipework in soft-dig areas, which lowers pipework costs per metre to ensure lower heat density networks are still viable. These clusters needed 2 or more anchor loads.

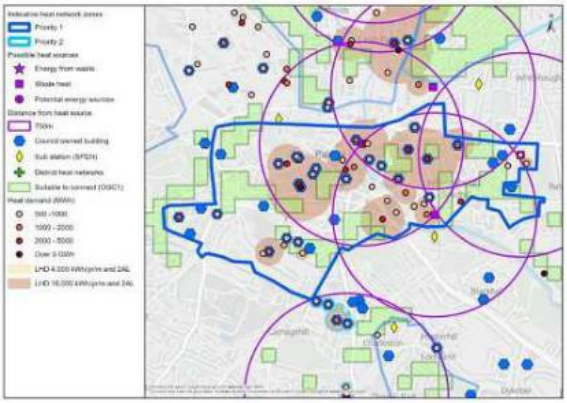
The anchor loads and linear heat densities were then plotted to highlight clusters viable. To further enhance the mapping analysis, heat sources, opportunities and constraints (such as railway tracks) were added alongside looking at areas of Council land ownership, development sites in the Local Development Plan and areas of concentrated social housing, as well as existing heat networks. This helped to finalise the initial proposed heat network zones, e.g., zones were split where railway tracks would need to be crossed; and zones were extended to capture additional opportunities identified as part of the internal Officers Working Group. Input was received from across all key Service areas as well as identification of opportunities to link, optimise or coordinate work programmes.

Although the standard linear heat density for a network to be viable is 4MWh/metre, all options will be explored in order to include those areas with lower heat densities, including rural and smaller urban settlements in order to identify the most beneficial heat solution for all our communities.

First Phase Potential Heat Network Zones:

1. Central Paisley Potential Heat Network Zone:

- an area of 212 hectares
- an estimated heat demand of 167GWh[2]/year
- 49 identified potential anchor loads (30+ public buildings), 40 with a predicted heat demand above 500 MWh[3]/year.
- 2,552 domestic properties that could potentially connect to a network.



Map DHN1: Central Paisley

Potential local energy sources include the White Cart Water, an aquifer and areas of open space. There are also multiple sources of potential waste heat as well as the existing district heating network at the University of the West of Scotland campus, all of which fall within a 750 m radius.

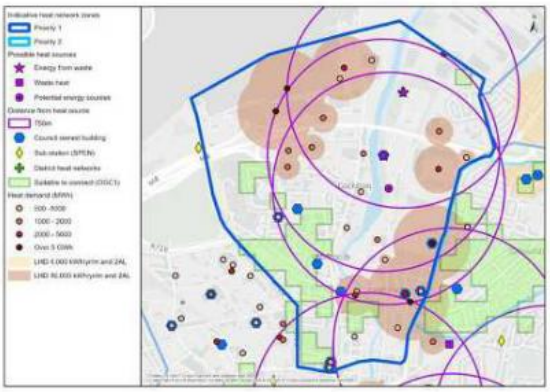
In addition to the potential for expansion of the existing UWS district heating network, there are opportunities to add resilience through linking existing and new networks, with multiple energy centres bringing security of supply at times of planned and unplanned maintenance.

[2] A gigawatt hour (GWh) is equivalent to 1 million kilowatt hours (kWh)
[3] A megawatt hour (MWh) is equivalent to 1 thousand kilowatt hours (kWh)

This zone has areas of densely populated flatted properties, and large clusters of social housing to the east and west. There are also large numbers of public buildings which could potentially connect to a network. When looking at potential solutions, consideration must be taken of the large portion of this zone which is a conservation area, with a number of listed buildings.

2. Shortroods and Laighpark Potential Heat Network Zone:

- an area of 284 hectares
- an estimated heat demand of 124GWh/year
- 22 identified anchor loads (10 public buildings), with 17 having a predicted heat demand above 500MWh/year.
- 1,553 domestic properties within the zone that could have the potential to connect to a network.



Map DHN2: Shortroods and Laighpark

Potential local energy sources include the White Cart Water as well as two wastewater treatment sites. The AMIDS district heating network, which has capacity for extension and expansion also falls within this zone, to the north. This also brings opportunities to link networks to increase resilience. These are all within a 750 m radius.

This zone includes an economic investment zone within the Local Development Plan, and there are several sites earmarked for housing supply. There are large clusters of social housing to the south and west of the zone, with public building potential anchor loads distributed throughout the zone (as well as potential for linking with a Phase 2 zone in Gallowhill to the east, which has significant social housing and some public building anchor loads.

3. Lochfield and Charleston Potential Heat Network Zone:

- an area of 33 hectares
- an estimated heat demand of 12GWh/year
- 5 identified anchor loads (4 public buildings), 2 of which have a predicted heat demand above 500 MWh/year.
- 533 domestic properties within the zone that could have the potential to connect to a network.

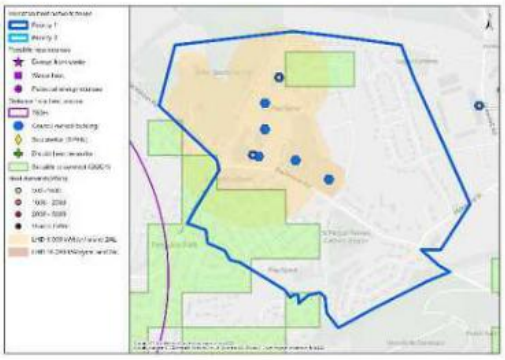
Map DHN3: Lochfield and Charleston

Potential local energy sources include open space which may have potential for ground source heat pumps, or to site an energy centre. The 4 anchor loads are at the 4 corners of the zone, with significant clusters of social housing in the centre.

There are also 3 sites earmarked for housing supply within the Local Development Plan within or bordering this zone, enhancing future opportunities.

4. Ferguslie Park Potential Heat Network Zone:

- an area of 52 hectares
- an estimated heat demand of 14GWh/year
- 7 identified anchor loads (all public buildings), 2 of which have a predicted heat demand above 500MWh/year.
- 500 domestic properties within the zone that could have the potential to connect to a network.



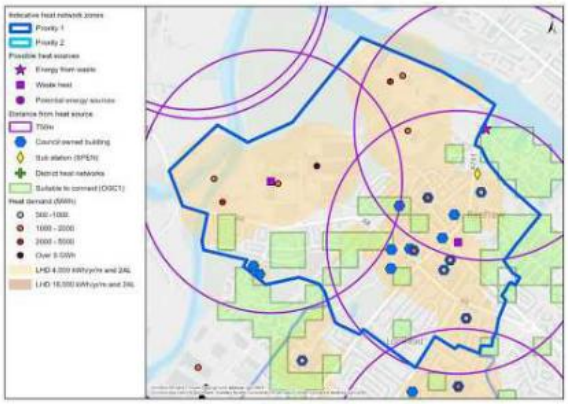
Map DHN4: Ferguslie Park

Potential local energy sources include an aquifer as well as open spaces which may have potential for ground source heat pumps, or as a site for an energy centre. The anchor loads are all in the centre of the zone, surrounded by significant clusters of social housing on all sides.

There are also Local Development Plan sites marked for housing supply as well as development opportunity sites within and on the border of this potential heat zone, and potential to extend into further areas of social housing.

5. North Renfrew Potential Heat Network Zone:

- an area of 223 hectares
- an estimated heat demand of 79GWh/year
- 16 anchor loads (13 public buildings), 8 of which have a predicted heat demand above 500 MWh/year.
- 1,694 domestic properties within the zone that could have the potential to connect to a network.



Map DHN5: North Renfrew

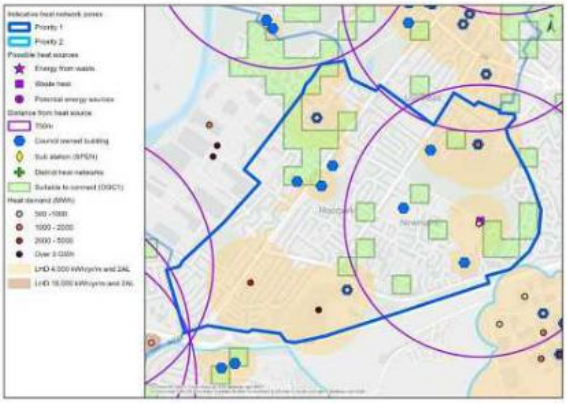
Potential local energy sources include the River Clyde or White Cart Water for water source heat pumps, similar to the Queens Quay heat network opposite. This also brings opportunities to explore cross-border collaborations and partnership working through discussions with operators on future plans to extend or expand to supply heat to this network zone, or to link networks to increase resilience.

There is also a moderately productive aquifer in this zone which could be used as a heat source, as well as large areas of open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Within the Local Development Plan, this zone contains a core town centre, as well as a large transition area; development opportunity sites; and a number of sites earmarked for housing supply throughout the zone. There are large clusters of social housing throughout the centre and lower half of the zone from west to east, with the anchor loads also forming a belt across the middle of the zone.

6. Moorpark and Newmains Potential Heat Network Zone:

- an area of 198 hectares
- an estimated heat demand of 73GWh/year
- 12 anchor loads (9 public buildings), 6 of which have a predicted heat demand above 500MWh/year.
- 1,892 domestic properties within the zone that could have the potential to connect to a network.



Map DHN6: Moorpark and Newmains

Potential local energy sources include the White Cart Water.

There is a moderately productive aquifer in this area which could be used as a heat source, as well as significant areas of open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Within the Local Development Plan, this zone contains a strategic economic investment location, as well as transition areas development opportunity sites; and 2 sites earmarked for housing supply. There are large clusters of social housing throughout the centre and the north of the zone, with the anchor loads dispersed throughout the zone.

Next Steps – Heat Network Zones Focus for Delivery Plans:

When developing the Delivery Plans, each of these 6 first phase heat network zones will be explored further, including verifying heat demand data; exploring the potential heat sources; engaging with the potential non-Council anchor loads; and investigating the outline costs of installation and potential savings (carbon and cost savings) associated with a potential heat network.

This engagement will include discussions with relevant Housing Associations to look at potential for coordination of capital replacement work programmes, such as boiler replacements to identify key timescales to improve viability of a heat network. Community engagement will also be key across all tenures and property ownership, including local businesses and 3rd sector organisations, in order to build knowledge and understanding of district heating and the benefits it can bring if implemented locally.

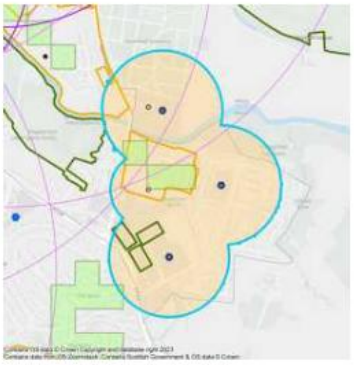
Those areas not currently within a first or second phase heat network zone will be looked at in closer detail to identify opportunities for smaller scale networks or communal heat sources.

Overview of the Potential Second Phase Heat Network Zones

These second phase areas have lower heat demand and fewer potential anchor loads within each zone.

7. Hawkhead and Dykebar Potential Heat Network Zone:

- an area of 57 hectares
- estimated heat demand of 11GWh/year
- 3 anchor loads (all public buildings), all of which are estimated to have a heat demand above 500MWh/year.
- very low levels of social housing, but Local Development Plan has 2 housing sites within and bordering this zone.
- 299 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: the White Cart Water; a productive aquifer; or open space which may have potential for ground source heat pumps, or as a site for an energy centre.



Map DHN7: Hawkhead and Dykebar

8. Millarston Potential Heat Network Zone:

- an area of 24 hectares
- estimated heat demand of 6.4GWh/year
- 3 anchor loads (no public buildings), 2 of which are estimated to have a heat demand above 500MWh/year.
- low levels of social housing, but Local Development Plan has 2 housing sites bordering this zone.
- 125 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: a productive aquifer or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Map DHN8: Millarston

9. East Ferguslie Heat Network Zone:

Map DHN9: East Ferguslie Park

- an area of 151 hectares
- estimated heat demand of 60 GWh/year
- 6 anchor loads (no public buildings), 5 of which are estimated to have a heat demand above 500MWh/year.
- mainly commercial and industrial - low levels of social housing, but Local Development Plan has 5 housing sites bordering this zone.
- 208 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: wastewater treatment works or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

10. Linwood Heat Network Zone:

Map DHN10: Linwood

- an area of 270 hectares
- estimated heat demand of 70 GWh/year
- 15 anchor loads (2 public buildings), 10 of which are estimated to have a heat demand above 500MWh/year.
- high levels of social housing, and Local Development Plan has 6 housing sites within this zone.
- 2,110 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: the Black Cart Water; Linwood Moss former landfill site; Household Waste Recycling Centre; Scottish Water pumping station; or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

11. Gallowhill Heat Network Zone:

Map DHN11: Gallowhill

- an area of 98 hectares
- estimated heat demand of 34 GWh/year
- 7 anchor loads (no public buildings), 1 of which are estimated to have a heat demand above 500MWh/year.
- high levels of social housing, but Local Development Plan has 2 housing sites within this zone.
- 1,832 domestic properties within the zone that could have the potential to connect to a network.

- potential energy sources: open space which may have potential for ground source heat pumps, or as a site for an energy centre; potential to link networks with Shortroods and Laighpark heat network zone to the west.

12. Johnstone South Heat Network Zone:

- an area of 82 hectares
- estimated heat demand of 19 GWh/year
- 4 anchor loads (no public buildings), 2 of which are estimated to have a heat demand above 500MWh/year.
- high levels of social housing, but Local Development Plan has 2 housing sites within this zone and 2 housing sites bordering this zone.
- 853 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Map DHN12: Johnstone South

13. Johnstone North Heat Network Zone:

- an area of 30 hectares
- estimated heat demand of 10 GWh/year
- 2 anchor loads (1 public building), 1 of which are estimated to have a heat demand above 500MWh/year.
- low levels of social housing, but Local Development Plan has 1 housing sites within this zone.
- 380 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: the Black Cart Water; wastewater treatment works; or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Map DHN13: Johnstone North

14. Johnstone East Heat Network Zone:

- an area of 80 hectares
- estimated heat demand of 39 GWh/year
- 16 anchor loads (4 public buildings), 8 of which are estimated to have a heat demand above 500MWh/year.
- high levels of social housing, but Local Development Plan has 3 housing sites within this zone and 5 housing sites bordering this zone.

Map DHN14: Johnstone East

- 816 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: the Black Cart Water or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

15. Brediland Heat Network Zone:

- an area of 67 hectares
- estimated heat demand of 15 GWh/year
- 9 anchor loads (1 public building), 3 of which are estimated to have a heat demand above 500MWh/year.
- clusters of social housing, but Local Development Plan has 2 housing sites within this zone and 4 housing sites bordering this zone.
- 637 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: Staneley reservoir or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Map DHN15: Brediland

16. Glenburn Heat Network Zone:

- an area of 29 hectares
- estimated heat demand of 11 GWh/year
- 5 anchor loads (1 public building), 3 of which are estimated to have a heat demand above 500MWh/year.
- clusters of social housing, and Local Development Plan has 1 housing site within this zone and 1 housing site bordering this zone.
- 321 domestic properties within the zone that could have the potential to connect to a network.
- potential local energy sources: Staneley reservoir or open space which may have potential for ground source heat pumps, or as a site for an energy centre.

Map DHN16: Glenburn

17. Hillington West Heat Network Zone:

- an area of 192 hectares
- estimated heat demand of 93 GWh/year
- 18 anchor loads (1 public building), 17 of which are estimated to have a heat demand above 500MWh/year.
- no social housing – commercial and industrial area.
- 7 domestic properties within the zone that could have the potential to connect to a network.
- local energy sources include waste heat recovery from industrial processes.

Map DHN17: Hillington West

Additional Heat Decarbonisation Opportunities:

For on-gas and off-gas grid properties, a variety of indicators were used to assess the most appropriate heat decarbonisation pathway for each property across Renfrewshire.

Not all buildings may be suitable to connect to a district heating network; not all owners may wish to connect to a network; and not all areas may be suitable to implement a district heating network. Alternatives were explored to identify alternative suitable options for low carbon heat, in particular heat pumps, biomass and electrical heating.

Heat pumps are suitable for most buildings – capturing heat from outside and moving it into the building using electricity. The heat energy delivered is more than the electrical energy used to power the system.

A standard heat pump doesn't provide hot water on demand - storage is required for hot water, and so space is needed for a hot water cylinder which may not be available in all properties.

Air Source Heat Pumps (ASHPs): the most common type of domestic heat pump which transfers heat from the outside air to water and then heats rooms via radiators or underfloor heating. Hot water is stored in a cylinder for hot taps, showers, etc. Space is required outside the property for the unit.

Ground Source Heat Pumps (GSHPs): transfer heat from the ground outside the building to water to heat your radiators or underfloor heating. Hot water is stored in a cylinder for hot taps, showers, etc. Land near the building which is suitable for digging boreholes is required as well as space inside your home for the indoor heat pump unit.

Scottish homeowners can apply for a grant of between £7,500 and £9,000 towards installing a heat pump.

When looking at potential for heat pumps across Renfrewshire, categories were used to indicate the most straightforward or already in place (Category 0) up to the most challenging properties, where significant alterations would be required to be heat pump ready (Category 3):

Category	Description
Category 0	Already have low or zero emissions heating systems, e.g. heat pumps, biomass or connected to communal or district heating
Category 1	Considered highly suitable for heat pump retrofit, i.e. well insulated properties with a wet central heating system
Category 2	Would require moderate fabric and/or heating system upgrades to be heat pump retrofit ready
Category 3	Would require significant fabric and/or heating system upgrades to be heat pump retrofit ready or properties that are not suitable for heat pump retrofit

Table 3: Heat Pump Ready Categories of Domestic Properties

There were no large hot spot clusters of Category 1 and 2 properties identified at intermediate zone level for off-gas grid properties - most Category 1 and 2 were found in Lochwinnoch, Renfrew, Castlehead and Johnstone with most properties sparsely distributed across Renfrewshire. In on-gas grid areas, there were clusters of Category 1 properties in Gallowhill, Shortroods, Renfrew, Loanhead, Ferguslie, Brediland, Howwood, and Spateston.

Some of these clusters overlap with areas which were identified as having potential for heat network zones. Delivery Plans will explore and prioritise the most suitable, cost effective and efficient heat solution opportunities in each area, ensuring solutions are tailored to each community to bring the greatest benefits.

For Category 3 properties which are not suitable for heat pump retrofit, electrical heating (storage or direct) or biomass heating are likely to be the most viable decarbonisation technologies. In off-gas grid areas, the large numbers of Category 3 homes deemed suitable for electric heating suggests that these properties do not currently have wet heating systems (e.g. oil-fired or LPG heating) or that energy efficiency improvements required would be too costly to install, meaning that heat pump operation would be too expensive.

Considerations as part of the Delivery Plans:

- heat pumps use electricity and are more efficient than gas boilers, but good insulation levels are required to ensure warm homes that don't unnecessarily increase electricity costs beyond what is affordable.
- initial analysis does not include consideration of electricity grid impacts or costs of grid upgrades to accommodate heat pumps. Engagement with SPEN on grid constraints across all solutions is ongoing.

- electrical and biomass were included in the analysis for alternative heat solutions in order to not restrict fuel choice further for those areas at higher risk of fuel poverty (i.e., those in off-gas grid areas).

Additional Considerations:

Many areas in Renfrewshire face additional challenges, including mixed use; mixed tenure; and conservation areas and listed buildings.

Renfrewshire, as with many areas across Scotland, has large concentrations and clusters of buildings which bring additional challenges when identifying solutions for energy efficiency and decarbonisation of heat. Mixed-tenure and mixed-use buildings can include a mixture of owner occupied, private rented and social housing, and non-domestic uses, or simply multiple ownership within the same tenure. Historic buildings include the buildings that are within conservation areas or those that are listed buildings.

These categories can be more challenging and may require established alternative approaches and regulation for the installation of low carbon heat and energy efficiency solutions alongside specific advice and support relating to the installation of these solutions. This cross-referencing of data will help to inform the Delivery Plans in Phase 2, taken in consideration of the wider strategy context.

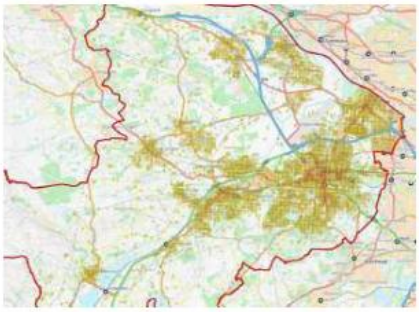
Mixed Tenure: residential development which has a range of tenures, including owner occupier; private rented; and social housing.
Mixed Use: a building that has residential, commercial, industrial and/or entertainment uses in one space. This includes buildings with commercial premises on the ground floor and residential properties above.
Conservation Areas: areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Listed Building: listing is the process by which buildings of special architectural or historic interest are protected.

The data was analysed initially at Ward level and will be explored in more detail in the Delivery Plans, with the following results for consideration[4]:

[4] Some clusters cross Ward boundaries and have been counted in each Ward

Category	Wards in which category is Found	No. of Clusters
Domestic Properties in Conservation Areas	Johnstone North, Kilbarchan, Howwood and Lochwinnoch	3 small
	Paisley Northeast and Ralston	2 small
	Paisley East and Central	3 small
	Paisley Northwest	1 small
Domestic Listed Property Areas	Bishopton, Bridge of Weir and Langbank	1 small
	Paisley East and Central	7 small
	Paisley Northwest	5 small
	Paisley Southeast	2 small

Table 4: Domestic Conservation and Listed Properties



Domestic & Non-Domestic Mixed Use

Domestic and Non-Domestic Mixed-Use Areas are found in all Wards, with Renfrew North and Braehead; Renfrew South and Gallowhill; Paisley Southeast; Paisley East and Central; and Paisley Northwest having the highest levels (all with 10+ small/medium clusters). This is followed by Johnstone North, Kilbarchan, Howwood and Lochwinnoch and Paisley Southwest with 10 small clusters and Houston, Crosslee and Linwood with 6 small clusters.

There are also clusters of non-domestic properties in conservation areas in Paisley East and Central; Lochwinnoch; Kilbarchan; Houston and Bridge of Weir.

Further considerations:

As well as strategic consideration of these more challenging aspects of energy efficiency improvements and potential for connection to district heating networks, the Delivery Plans will focus on gathering information on public buildings and other stakeholders on areas such as capital replacement programmes for boilers and radiators in order to coordinate and future proof potential networks and ensuring low temperature networks where viable.

Next Steps:

We will continue to engage with all stakeholders in Phase 2 of Renfrewshire's LHEES, building on existing activities and identifying new opportunities collectively to accelerate change.

Delivery of Renfrewshire's LHEES will be a result of collaborative work - led by the Council, but co-designed with residents, public, private and community organisations and with all stakeholders working together on an area-wide effort to bring about the pace and scale of change required for area-wide energy efficiency improvements and decarbonisation of heat, leading to affordable warmth, increased energy security and resilient communities, alleviation of fuel poverty and reducing carbon emissions through reducing our reliance on fossil fuels.

The good news is that we're not starting from scratch – a solid foundation has been created and we're building on existing activities, expertise and knowledge across all partners in order to ensure we'll have cleaner air; warm homes; and be supporting sustainable jobs, with a managed stable energy transition that that creates resilient communities and a better place for us all to live, work and spend time in.

Given the significant impact on emissions of energy use within Renfrewshire area, developing projects with our communities and partners that have a public engagement focus, will be vital if we are to work towards net zero by 2030.

Our 5 key focus areas for Phase 2 are:

1. Development of Costed Area-Based Delivery Plans: we will look strategically and holistically across the whole Renfrewshire area to identify and explore strategically important (large-scale) as well as local (small scale) opportunities. These projects, interventions and activities will be outlined over 20 years, but with an initial 5 year focus - aligning with Renfrewshire's Plan for Net Zero and prioritised based on agreed weightings in line with national and local priorities and targets.

2. Stakeholder Engagement and Consultation: this is essential across all phases in the design and delivery of Renfrewshire's LHEES. Two-way communication channels will remain in place as projects and activities are implemented to ensure everyone is informed of progress and can provide feedback on opportunities in their local areas and on our collective journey to net zero, and the managed energy transition that will play a key role in this. This engagement will ensure that areas of focus respond to and are tailored to meet the specific local needs of different communities' social and environmental issues.

3. Socio-economic Assessments: **implementing Renfrewshire's LHEES will deliver multiple outcomes simultaneously.** Not all impacts and outcomes can be monetised (e.g., fuel poverty alleviation, local job creation or carbon emissions reduction). When quantifying projects within the Delivery Plans, we will undertake area-based socio-economic impact assessments to identify and evaluate direct and indirect impacts and benefits of the proposed interventions and projects to be implemented through Renfrewshire's LHEES. Viable and replicable projects and low regret options will be prioritised, and appropriate zones for priority area-based delivery programmes will be designated across the Renfrewshire area.

4. Development of Strategically Important Energy Opportunities with Partners: **collaboration and partnership working are key to deliver change at the pace and scale required.** Using an area-based data approach to identify potential large-scale energy projects and engaging all stakeholders to maximise these opportunities, we will ensure economies of scale and best value. This includes exploring a range of delivery models, including joint ventures, community ownership and public-private collaborations to develop solutions and play to the strengths and knowledge of all stakeholders.

5. A Stable, Managed Energy Transition: **ensuring an integrated 'whole system' view.** Equal consideration of supply and demand and promoting local energy solutions planned with community involvement will ensure investment in infrastructure that brings direct benefits to all our communities, including energy cost savings; resilience and security of supply; and positive impacts on fuel poverty (including removal of energy efficiency as a driver for fuel poverty. Producing pipeline of major infrastructure projects will link with skills transition and local employment opportunities and identify skills gaps, shortages and requirements ahead of time and will encourage investment in local areas; enable local supply chain and manufacturing opportunities to be identified; de-risk private sector investment; and assist the regeneration of local areas.

It is recognised that support and advice will be key through the implementation of Renfrewshire's LHEES and at all stages we will signpost to funding and ensure that impartial advice and support is in place in advance of change.

Challenges and Opportunities:

The challenge to improve energy efficiency and decarbonise heat on an area-wide basis cannot be underestimated – but a stable, managed energy transition brings significant opportunities to design better systems to distribute benefits fairly.

The journey to net zero and the energy transition will transform our communities. Significant progress has been made, providing a solid foundation but change at the scale and pace required brings challenges. These challenges also present huge opportunities – growing our economy, community wealth building and local job creation, improving health and wellbeing while reducing fuel poverty and ensuring resilient, sustainable communities:

CHALLENGES & ISSUES	OPPORTUNITIES & BENEFITS
High levels of **fuel poverty** - across Renfrewshire Council, 22% of households are in fuel poverty, and 7.4% are in extreme fuel poverty)	**Improved energy efficiency** will remove poor energy efficiency as a driver for fuel poverty as well as reducing energy demand and reducing energy costs and improving health and wellbeing, incl. mental health through targeted, large-scale energy efficiency programmes and the provision of affordable warmth via low carbon energy to all communities
High levels of **pre-1990s housing stock** (~75%) which generally has lower levels of energy efficiency and the challenges associated with **retrofitting** energy efficiency measures and renewable technologies onto existing buildings, particularly listed and historic buildings, with not all buildings being suitable for retrofitting due to cost and/or viability	**Local job creation** and upskilling of local workers in energy transition industry, incl. supply chain and manufacturing opportunities with the pipeline of projects and work programmes giving confidence to these industries, enabling investment and funding to be aligned with programmes of work
Grid constraints and/or geographical constraints making energy projects difficult to install. Areas with lower population density to make district heating networks viable - a mix of urban and rural, with clusters of off gas grid and population	**Community benefits** with local energy generation infrastructure solutions tailored to fit distinct local areas and needs alongside opportunities to decentralise energy will end reliance on fossil fuels, reducing carbon emissions and building resilience

density of 702.9 residents per square kilometre (Glasgow: 3,555/sq. kilometre)	and security of supply while piloting innovative technology and solutions to solve common barriers
Population and housing growth infrastructure impacting on carbon emissions – 7.2% increase in the number of households in 11 years (2011-2022 census data)	**Matching local demand with local supply** - opportunities for local low carbon and renewable energy generation to meet the increased heat demands, with new developments having significant potential for infrastructure to be implemented bringing opportunities for sustainable, resilient communities
Gaps in data: traditionally issues around commercial data being shared, leaving gaps in baselines, monitoring and progress and leading to potential missed project opportunities	**Low cost, low carbon energy** will assist businesses in all areas but in particular rural areas, where higher energy costs can prevent them setting up/remaining viable – this also has a positive impact on local employment

The delivery and implementation of Renfrewshire's LHEES also has some specific challenges, namely:

1. Finance and Funding: significant capital investment at a time of constraints for many

   Challenge: The Council would be unable to solely deliver or fund all of the projects and interventions required, and collaboration and commitment from all stakeholders alongside long-term financial resources and large-scale investment are needed. It will require government at all levels to redirect and, in some cases, reprioritise finance to support the scale of change required. Lower carbon options are often less expensive long term, but upfront costs can be a barrier and tenants often have a lack of control over measures to reduce energy costs.

   Opportunity: The transition brings opportunities to identify more innovative and collaborative ways to finance action across stakeholders, including new business models; joint ventures and partnership projects. There are also opportunities for knowledge sharing and collaboration across stakeholders, to understand different approaches, solutions and best practice. This increased partnership working at all levels of government will help to signpost residents and businesses to advice, grants and financial support and maximise opportunities for programmes that prioritise those least able to pay who would benefit most from interventions.

2. Resources and Skills:

Challenge: The scale of transformation may result in bottlenecks in delivery due to skills gaps/shortages and supply chain issues in key areas.

Opportunity: Setting out pipelines of projects enables manufacturers and supply chain businesses to identify opportunities and potential for local businesses to exploit gaps. For local workforce and training providers, investment in the upskilling of our citizens in areas of skills gaps or demand offers sustainable career paths and ensures local communities' benefit from infrastructure delivery. This approach will ensure community wealth buildings and local job creation across all aspects – installation, manufacturing, construction, maintenance, repairs and circular economy waste reprocessing.

Throughout stakeholder engagement, challenges were identified which must be addressed to mitigate the impact on the successful delivery of Renfrewshire's LHEES. Short term actions include working collaboratively to find solutions to these challenges.

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Renfrewshire Council

Renfrewshire Council

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

On: **23 January 2024**

Report by: **Chief Executive**

Title: **Tree Preservation Order Requests**

1. Summary

1.1 This report seeks to provide an update to the Tree Preservation Order (TPO) requests which were considered at previous meetings of the Planning and Climate Change Policy Board.

1.2 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.

1.3 The report recommends that the tree preservation orders are confirmed in respect of the following sites:

- Land to the south of Stanely Reservoir, Paisley
- Trees at Potterhill Avenue, Paisley
- Trees at St. Marks Church, Paisley

1.4 The report also notes that the 28 day consultation period in relation to the TPO at Inchinnan Road, Renfrew is currently ongoing and a report will be returned to the March meeting of the Planning and Climate Change Policy Board for confirmation or otherwise of the order.

2. Recommendations

2.1 It is recommended that the Board:

(i) Confirm the tree preservation orders in respect of the sites known as Land to the south of Stanely Reservoir, Paisley, Trees at Potterhill Avenue, Paisley and Trees at St. Marks Church, Paisley and agreed 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 2023 in respect of the site at Inchinnan Road, Renfrew is currently subject to a period of public consultation.

(iii) Note that the TPO designation in relation to the site at Inchinnan Road, Renfrew will be returned to a future meeting of the Planning and Climate Change Policy Board for confirmation or otherwise of the order.

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3. TPO Requests Previously Considered

3.1 At the meeting of the Planning and Climate Change Policy Board in August 2023, it was agreed that TPO designations would be placed on the following sites:

- Land to the south of Stanely Reservoir, Paisley
- Trees at Potterhill Avenue, Paisley
- Trees at St. Marks Church, Paisley

3.2 In respect of the sites noted above 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 orders on relevant parties including landowners;
- Published public notices in the local press advising of the orders; and
- Provided an opportunity for comments to be made by any interested party in relation to either of the orders.

3.3 The 28 day consultation period has now concluded in respect of the three aforementioned sites with comments being received in relation to each site. The comments are summarised as follows.

<u>Land to the South of Stanely Reservoir, Paisley</u>

3.4 The owners of the site have advised that they have been in discussion with Scottish Water in relation to the development of a site utilising renewable energy and sustainable building materials. The owners have noted that the intended plans for the site include:

- Development of 20 homes with renewable energy solutions, commonly known as ‘green homes’ with support of Scottish Water;
- Formation of dog walkers path around the perimeter of the reservoir;

- Development of access to the site for walkers and bird watching;
- Removal of drug paraphernalia, rubbish and the impact of flytipping;
- Development of a public amenity area to the eastern fringes of the site including children's play area/picnic site.

3.5 In addition the owners also comment, as follows, on the assessment undertaken in relation to the trees in question:

- The report does not take into consideration the impact of financial value from an owners perspective;
- The survey is limited in its interpretation of amenity as it does not consider the widescale and obvious signs of anti-social behaviour related to the immediate area (drug use/fires/large group gatherings)

3.6 An objection has also been received in respect to the TPO noting that Scottish Water are currently being approached to investigate the potential for the optimisation of development, maximising power generation for the wider Foxbar area, (potentially including RAH Paisley), and rather than a blanket protection, the Council and their arboricultural specialists should be supporting and encouraging this beneficial additional work- (all in support of NPF4 and the adopted local plan).

3.7 Support is offered to the TPO from Cllr Lorraine Cameron who notes that the area is popular with locals and has become a habitat for wildlife including bats which are a protected species. In addition, Cllr Cameron notes that according to ancient maps, there may be a standing stone, yet to be discovered, adjacent, or in, the area in question.

3.8 The above comments, both in support and against the TPO, are noted and it is acknowledged that the owners are potentially seeking to progress plans for alternative development on the site.

3.9 In all regards, the independent arboriculturist, who undertook the survey of the trees, concluded that the site is of significant landscape importance that definitely merits a TPO designation. The comments received as part of the consultation process are noted however they do not raise any matters which would give reason not to apply a TPO. Should development on the site come forward in future, the developer will require to take account of the TPO designation and how trees could be protected and managed appropriately. It is considered that such matters could be considered and controlled via any planning permission granted.

3.10 It is recommended that the TPO in respect of Land to the south of Stanely Reservoir, Paisley is confirmed.

<u>Trees at Potterhill Avenue, Paisley</u>

3.11 No objections were received in respect of the trees at Potterhill Avenue, Paisley however comments were received which sought clarification on the ownership and the ongoing maintenance of the trees.

3.12 In light of the comments received, it should be noted that the trees forming part of the TPO are within private ownership and in this regard the responsibility of the ongoing maintenance of the trees in question is a matter for the respective owners.

3.13 It is recommended that the TPO in respect of Trees at Potterhill Avenue, Paisley is confirmed.

Trees at St. Marks Church, Paisley

3.14 Correspondence was received from the Church in question in respect of the TPO at St. Marks Church, Paisley which sought clarification on the TPO process and details of the survey undertaken.

3.15 Clarification was provided to the church official and a copy of the independent arboriculturist report was provided for their reference and records.

3.16 It is recommended that the TPO in respect of Trees at St. Marks Church, Paisley is confirmed.

Trees at Inchinnan Road, Renfrew

3.17 At the meeting of the Planning and Climate Change Policy Board in November 2023, it was agreed that TPO designations would be placed on trees at Inchinnan Road, Renfrew.

3.18 In respect of the sites noted above 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 orders on relevant parties including landowners;
- Published public notices in the local press advising of the orders; and
- Provided an opportunity for comments to be made by any interested party in relation to either of the orders.

3.19 The 28 day consultation period is currently ongoing in respect of the trees at Inchinnan Road, Renfrew. Following the conclusion of the consultation period, any comments received will be considered and a further report brought back to the Planning and Climate Change Policy Board for consideration and determination.

4 Next Steps

4.1 The TPO orders in respect of the sites known as Land to the south of Stanely Reservoir, Paisley, Trees at Potterhill Avenue, Paisley and Trees at St. Marks Church, Paisley are confirmed, made public and registered with the Land Registry for Scotland.

4.2 Following conclusion of the public consultation in respect of the TPO at Inchinnan Road, Renfrew, the TPO will be returned to a future meeting of the Planning and Climate Change Policy Board to take account of any comments received and to confirm, or otherwise the order.

Implications of the Report

1. **Financial** – None.

2. **HR & Organisational Development** – None.

3. **Community/Council Planning –**

4. **Legal** – The recommendations in the report would require tree preservation orders to made in relation to the sites in question. Should the orders be confirmed they 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** – None.

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Renfrewshire Council

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

On: **23 January 2024**

Report by: **Chief Executive**

Title: **Developer Contributions (Education) – key metrics**

1. Summary

1.1 This report seeks to provide an update to members on progress in preparing a new developer contributions policy for education requirements arising from new housing development in Renfrewshire.

1.2 The draft policy is expected to be brought to the Planning and Climate Change Policy Board in the near future. In the meantime, this report presents an outline of the key metrics which are required to support such a new policy. This report seeks members consideration of these key metrics ahead of presentation of the new policy to a future Board.

2. Recommendations

2.1 It is recommended that the Board:

(i) Consider the key metrics outlined in this report and their implications for any future policy to be applied to applicable planning applications;

(ii) Note the key metrics as indicated within this report as being an indicative basis on which to prepare a draft Developer Contributions (Education) policy for Renfrewshire Council;

3. Background

3.1 Developers (and other applicants for planning permission) are often expected to offset the impact of their proposed development by making contributions (including in kind and financial) to necessary social infrastructure in a local area or other local services.

These can include a range of contributions including financial sums to assist in meeting the increased number of school-age pupils which could be generated by building new housing in a particular community.

3.2 Another term for these contributions is “planning obligations” and they are usually entered into in accordance with Section 75 of Town and Country Planning (Scotland) Act 1997, as amended, and are commonly referred to as S75 Agreements. They are often used where a planning condition or another form of legal agreement would not be appropriate to address the impact of the development in question.

3.3 The principle of such planning obligations is guided by legislation which sets out that such agreements must meet a series of tests to be enforceable against the landowner – these include being necessary to make a proposal acceptable and reasonable in terms of scale in relation to the proposal in question. These tests are set out in Scottish Planning Circular 3/2012.

3.4 In Renfrewshire, the adopted Local Development Plan (LDP2; 2021) sets out a policy (policy I8) for developer contributions. This states:

> *Contributions will be sought for the following items to address infrastructure deficits and/ or a shortfall in infrastructure capacity that arise as a direct result of new development. Any contribution sought will be appropriate, proportionate, necessary and relevant to the nature of the development, its scale, and its location:*
>
> - ***Education*** *– additional classrooms and associated school facilities required to support the operation of a school, related to the number of pupils generated by the development;*

3.5 Renfrewshire Council now intend to develop a more detailed set of policy guidance for planning applicants of new residential development. This new policy intends to offer specific guidance for all future housing development in the area that is yet to receive planning permission. This will be linked to individual school catchments and to individual housing sites already identified in LDP2 / Housing Land Audit and those yet to be identified.

3.6 It should be borne in mind that such a policy will make clear that contributions are intended to offset the impact of the new housing development and not to overcome other existing deficiencies that may exist in terms of school provision locally.

3.7 Subsequent policy guidance will be prepared for other developer contributions towards others community infrastructure. This current report deals with education contributions only.

4 Key metrics for new policy

4.1 In preparing a new policy of this type there are several key metrics that need to be agreed as the basis for any developer contributions.

These include:

- How many pupils are likely to be generated by new housing sites in Renfrewshire;
- How much capacity exists in each school / by catchment;
- Where will the additional housing demand come from *(the identified supply);*
- What would be a reasonable level of contribution to negotiate for each additional pupil generated by the new housing (above capacity thresholds);
- The scale of residential development site at which the developer contribution policy becomes applicable;

4.2 This report will examine each of these key metrics in turn and seek member consideration of the approach being followed by officers in the preparation of the draft policy regarding each.

Pupil Product Ratio (PPR)

4.3 To determine how many new pupils may arise from housing development in Renfrewshire officers have traced back over the last 10+ years of built housing and calculated the average number of pupils that attend local schools from these developments. This can be broken down to denominational and non-denominational schools and differentiated between primary and secondary education.

4.4 It is accepted that this assessment looks at the position as is (i.e. in 2023) as opposed to what it may have been when the housing was first occupied. Some households may have moved home, others will have moved into the area. However, this calculation is the most accurate available to estimate the likely pupils generated from a new housing development in Renfrewshire.

4.5 The draft policy will detail the results of the above research for Renfrewshire by school type. The intention is that these figures will be updated annually and reviewed to ensure they reflect the reality of the situation from new housing developments once occupied.

4.6 Consultants (Edge Analytics) are currently undertaking a piece of work for the Council looking at roll projections across the whole school estate. The outcomes of this analysis will feature in the new policy presented to Board in due course.

4.7 The pupil product ratios will show the average primary and secondary age children that would be expected to be generated for each new house or flat built in Renfrewshire. Although this may vary by specific location and development, officers consider it more expedient to have one ratio for flats in Renfrewshire by school type and one for houses by school type. The ratio for flats will be lower than that for houses.

4.8 Each planning application submitted is assessed on its individual components. In some case the number and mix of housing types will be known at the submission stage, in others this will be indicative only. By applying a pupil per housing unit approach, we can ensure flexibility as circumstances of individual developments change or are varied at the detailed design stage.

Existing school capacity

4.9 In an ideal world housing development would take place where sufficient capacity exists to accommodate the predicted increase in pupil numbers at the local schools. However, this is unlikely to always be the case as school location tends to be relatively fixed, while new housing development depends on land availability, local demand, suitability for that purpose and deliverability.

4.10 The importance of identifying individual school capacity by catchment is that housing development in locations where sufficient capacity exists to accommodate the new pupils would not normally be expected to contribute financially to addressing this impact, as the capacity is already there. This equation changes when the capacity of a school will be breached following the development of the new housing.

4.11 The current school roll and capacity for each Renfrewshire school will be published online and updated annually. These figures will be available for the publication of a new policy on developer contributions and used as the agreed basis for the consideration of any planning application for residential development going forward.

4.12 The “notional capacity” of a typical Renfrewshire school is taken as 85% of its operating capacity. This 85% threshold is broadly consistent with other Scottish local authorities with similar policies. This is to allow for flexibility across the age groups of the additional pupils expected to be accommodated and to allow for requirements for general purpose rooms and ancillary space as the roll changes.

4.13 Each primary and secondary school in Renfrewshire will be placed into one of 3 categories based on its existing remaining capacity. This categorisation will allow all stakeholders to gain an appreciation of the current position for their school catchment. It is intended that this will be utilised for the purposes of the new developer contributions policy.
eg.

- 85% or more
- 75% to 84%
- 74% or less

Identified housing land supply

4.14 The existing school capacities will be affected by planned housing development. The Council’s Housing Land Audit (published annually) list all know housing sites, either under construction or with or without planning permission and includes all LDP2 allocated sites.

4.15 Using this information it is possible to predict potential changes in school capacities in future years, assuming housing is subsequently developed in expected format and timescale. In doing so it is important to realise that not all housing will be built in the same school year and that not all homes will immediately generate school age pupils. The identified housing land supply will form an integral part of any new policy for developer contributions in Renfrewshire.

Developer contribution levels

4.16 The new policy will set out the level of contribution sought in those cases where the notional capacity of the school will be breached by completion of the new housing.

4.17 Examining current practice across Scotland, some local authorities apply a per new housing unit calculation, some use an amount of contribution per additional pupil predicted in that school catchment. Renfrewshire's proposal is to use the latter, as this relates the specifics of the new pupils generated to the expected capacity available at the school concerned.

4.18 In calculating what the contribution should be (per new pupil generated) there are several factors to consider, including:

- Whether land is available to extend an existing school, or build a new school as required to meet demand;
- Evidence of recently built or planned schools in Renfrewshire and the construction costs associated with these;
- The impact of construction inflation on any set amount within a policy over time;
- The policies and approaches of other Scottish local authorities in this respect;
- Available information from other national sources of school construction costs;

4.19 In drafting the proposed new policy officers have sought evidence from several sources, including Scottish Futures Trust (SFT), HubCo (who are engaged on behalf of SFT in many new school projects across Scotland), other local authorities with similar policies. Examples have been drawn from other Scottish local authorities, however, very few of these have been approved in the last 2 or 3 years and therefore could be considered to be out-of-date.

4.20 The local context is best exemplified by the estimated gross costs for the new Paisley Grammar School construction, which is the most recent example we have in Renfrewshire. This predicts an approximate cost per pupil of more than £55,000. This can be compared with the current SFT metric which is below £30,000 per pupil for new school development.

4.21 Many Councils negotiate for a different level of contribution for secondary and primary schools (due to the difference in space requirements and layouts of both types of school) and it is likely that Renfrewshire will follow a similar approach.

4.22 Officer would suggest to members that contribution rates (whatever level is agreed in the new Renfrewshire policy) will need to be kept under regular review to allow for their revision as required. The contribution level itself would be subject to any changes in the BCI rates that are published on a regular basis. Construction inflation in recent years have demonstrated that costs can be extremely unpredictable for one year to the next. In the context of house building and enhanced school capacity these changes can be planned to be delivered some years in advance and therefore the scope for movement in predicted costs is greater the longer the timescale involved.

Scale of site

4.23 Another factor to be considered for the new policy is whether developer contributions should be sought from every planning application for new housing (where capacity threshold will be breached) or only for those above a certain scale. For example, some other Councils apply a threshold below which they do not expect contributions to be sought.

4.24 Based on existing pupil product ratios, a development of 5 new houses would generate approximately 2 new school pupils and a development of 10 homes would result in about 5 additional school age pupils. Clearly the policy approach taken could aim to apply this to even the smallest of housing sites. However, there are a few factors to be considered in reaching this decision:

- Renfrewshire does not get a large number of planning applications for sites of less than 10 dwellings and even fewer of less than 5 new homes (see Table 1);
- If the Council are to seek to negotiate a Section 75 Agreement for smaller sites this will place an additional resource burden on officer time for smaller potential contributions;

Table 1: Renfrewshire Housing Land Audit; 2022

	Number of sites with capacity of 11 or more dwellings	Number of sites with capacity of 6-10 dwellings	Number of sites with capacity of 5 or less dwellings
Under construction	33	1	0
With planning permission	28	8	3
Allocated for housing (without permission to date)	46	4	5
Total	**107**	**13**	**8**

4.25 When considering smaller sites and any applicable threshold for a new policy, the issue of cumulative impact needs to be examined. Officers' current thinking is to suggest a threshold of 10 dwellings and above for the negotiation of developer contributions to mitigate education impact. However, this threshold would be caveated by an assessment of the cumulative impact of all identified housing land supply in that school catchment.

If the school's notional capacity (85%) is estimated to be breached (cumulatively) by all planned housing then contributions will be sought from all housing development in that catchment, regardless of the proposed number of dwellings or scale of the site. This is considered reasonable given that it will not be possible to specifically attribute the remaining school capacity to one planned housing development and will avoid cases of the last applicant having to meet a disproportionate share of any impact in that catchment.

5 Next Steps

5.1 Subject to members views on the suggested metrics outlined above, officers will prepare a draft new policy and bring this to Planning and Climate Change Policy Board for endorsement. The draft policy will then be published for a period of stakeholder consultation and the views expressed will be reported back to elected members.

Implications of the Report

1. **Financial** – Significant potential impact depending on the successful implementation of any new developer contributions policy.

2. **HR & Organisational Development** – Examination going forward of the additional resources required to negotiate planning obligations as a result of submitted / approved planning application.

3. **Community/Council Planning –**

   - *Our Renfrewshire is thriving* – The new developer contributions policy can assist in supporting new or enhanced community infrastructure (schools) in connection with new housing for pupils living in the local area;
   - *Building strong, safe, and resilient communities:* The policy can assist in the forward planning of education capacity requirements across Renfrewshire's varied communities and achieve positive education outcomes for our younger residents;

4. **Legal** – Likelihood of additional resource demand being placed on Council's Legal Team in terms of negotiating and confirming planning obligations for a larger number of planning applications.

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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RENFREWSHIRE COUNCIL

SUMMARY OF APPLICATIONS TO BE CONSIDERED BY
THE PLANNING AND CLIMATE CHANGE POLICY BOARD
ON 23/01/2024

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
23/0112/PP **Ward 1**	Mr Brian Lees Ardeen Toward Dunoon PA23 7UA	74 Fulbar Street Renfrew PA4 8PB	Erection of residential development comprising of eight flats with associated access, parking, bin store, boundary treatment and landscaping	A
RECOMMENDATION: Grant subject to conditions				
23/0283/PP **Ward 2**	Renfrewshire Council Renfrewshire House Cotton Street Paisley PA3 9UW	111 - 113 Renfrew Road Paisley PA3 4DY	Erection of a secondary school and community campus with associated external amenities including landscaping, access, parking and sports pitches.	B
RECOMMENDATION: Grant subject to conditions				
23/0504/LB **Ward 4**	The University of the West of Scotland Paisley Campus High Street Paisley PA1 2BE	S Block University Of The West Of Scotland Storie Street Paisley PA1 2BX	Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; internal alterations and landscaping works	C
RECOMMENDATION: Grant subject to conditions				
23/0505/PP **Ward 4**	The University of the West of Scotland Paisley Campus High Street Paisley PA1 2BE	S Block University Of The West Of Scotland Storie Street Paisley PA1 2BX	Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; and landscaping works	D
RECOMMENDATION: Grant subject to conditions				

Total Number of Applications to be considered = **4**

Planning Application: Supplementary Report

Reference No. 23/0112/PP

Renfrewshire Council

KEY INFORMATION

Ward: (1) Renfrew North and Braehead

Applicant:
Mr Brian Lees

Registered:
07/03/2023

RECOMMENDATION

Grant subject to conditions

Alasdair Morrison
Head of Economy & Development

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of residential development comprising of eight flats with associated access, parking, bin store, boundary treatment and landscaping

LOCATION: 74 Fulbar Street Renfrew PA4 8PB

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 7th November 2023. Appendix 1 details the original report of handling.

BACKGROUND

The Planning and Climate Change Policy Board at its meeting on 7th November 2023 considered the attached report of handling and decided to continue the consideration of the report to allow a site visit to take place. The detailed assessment of the proposed development is included in the attached report of handling.

SITE VISIT

A site visit took place on the 10th January 2024 and those members attending viewed the application site and its surroundings.

The site visit was conducted in accordance with the Protocol for Site Visits (22 May 2018) and members attending did not discuss the merits of the proposal.

RECOMMENDATION

As detailed in the report of handling which was considered by the Planning and Climate Change Policy Board on 7th November 2023, the application is recommended for approval 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 the occupation of any flat hereby approved, the developer shall resurface the sections of footway which are commensurate with the site boundaries fronting Fulbar Street and Blysthwood Avenue. The footway shall be resurfaced to a standard that is structurally adequate and to the satisfaction of the Planning Authority.

   Reason: To ensure the standard of footway fronting the site is sufficient to serve the development.

2. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a plan showing the location of a bin collection area from where bins can be safely presented for collection. The plan shall include a specification for all works neccesary to form the bin collection area including and hard surfacing or boundary treatments. The bin collection area thereafter approved shall be implemented on site and made available for use prior to the occupation of any of the flats.

   Reason: To ensure that bins associated with the development can be presented for collection safely.

3. That prior to the commencement of development on site, the developer shall provide a strategy for the written approval of the Planning Authority which details the drainage of surface water from all areas of hard standing. The strategy shall ensure that surface water from any areas of hard standing shall not discharge onto the public road. The approved strategy shall thereafter be implemented on site, and maintained for the life of the development.

   Reason: To ensure that surface water is managed appropriately in the interests of sustainable drainage.

4. That the development hereby approved shall be undertaken in accordance with approved drawings 1848/AL(0)007 rev E titled 'Plans as Proposed' and 1848/AL(0)11 rev E titled 'Elevations as Proposed'. No alterations to these plans are to take place unless first submitted to and agreed in writing with the Planning Authority. The combined bin and cycle store as shown in these drawings shall also be constructed and made available for use prior to the occupation of any flat hereby approved.

   Reason: To ensure the development is implemented in accordance with the approved plans.

5. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of:

   - Management of any flat/ shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management

plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

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

6. That prior to the commencement of development on site, the developer shall provide for the written approval of the Planning Authority a specification detailing the colour and texture of all finishing materials to be used on the external walls of the building hereby approved. This shall include windows and all rainwater goods. Only the materials within the approved specification shall thereafter be used in the development of the site.

   Reason: To ensure the external materials are suitable for use in the interests of visual amenity.

7. 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 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.
   - a plan showing proposed site levels.
   - 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.
   - 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 life of the development.

   Reason: To ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

8. 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 to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be used in the development of the site.

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

9. 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 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,
   - procedures for monitoring compliance and dealing with any breaches of the approved management 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

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

10. That prior to the commencement of development on site, the developer shall submit an Energy Design Analysis for the written approval of the Planning Authority demonstrating the fabric performance of the building and the installation of technology that provides low or no amounts of carbon dioxide emissions, to reduce the predicted emissions from the building by at least 15% below 2007 building standards. The building shall thereafter be developed in accordance with the approved Energy Design Analysis.

    Reason: To ensure the building is designed in a manner that reduces energy requirements and carbon emissions.

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. 23/0112/PP

Renfrewshire Council

KEY INFORMATION

Ward: Ward 1 – Renfrew North and Braehead

Applicant: Mr Brian Lees

Registered: 07/03/2023

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of residential development comprising of eight flats with associated access, parking, bin store, boundary treatment and landscaping

LOCATION: 74 Fulbar Street, Renfrew, PA4 8PB

APPLICATION FOR: Full Planning Permission

RECOMMENDATION

Grant subject to conditions

Alasdair Morrison
Head of Economy & Development

IDENTIFIED KEY ISSUES

- The application site is covered by Policy P1 within the adopted Local Development Plan.
- There have been no objections from consultees.
- There have been five letters of objection.

REPORT OF HANDLING FOR APPLICATION 23/0112/PP

SITE ADDRESS	74 Fulbar Street, Renfrew, PA4 8PB
PROPOSAL	Erection of residential development comprising of eight flats with associated access, parking, bin store, boundary treatment and landscaping
RECOMMENDATION	Grant subject to conditions

PROPOSALS	This application seeks planning permission for the erection of a residential development comprising of eight flats within a four storey building with associated access, parking, bin storage, boundary treatment and landscaping. The application site is located on a corner plot, and is bound by Fulbar Street to the south west, Blysthwood Avenue to the north west, a two storey end terrace residential property to the north east, and a row of two storey terraced properties to the south east. The site is approx. 700 square metres in area. It is currently occupied by a single storey building which is positioned to the south east corner, with the remainder of the site finished in a hard surface. This building was previously used as offices, however the applicant has advised that it has been vacant since 2022. Boundary treatment currently comprises of a brick wall. The proposed development comprises the demolition of the single storey building and the erection of a four storey flatted block with a square footprint of approx. 188 square metres. The flatted block will be positioned in the north western half of the site. The south eastern half of the site comprises the parking and manoeuvring areas, with 8 parking spaces delineated. The four storey block will be predominantly finished in facing brick, with metal cladding panels above and below the window opening. The roof will also be finished in profiled sheet metal. The layout provides for a landscaped buffer around the edge of the block. There is also a bin and cycle store and further landscaping positioned along the north eastern boundary. It should be noted that the original description of development included reference to a biomass boiler. However, this has now been omitted from the proposed scheme. 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 potential impact of the development on the local community and local environment required it

	to be fully considered prior to any decision being made.
SITE HISTORY	None recorded.
CONSULTATIONS	**Communities & Housing Services (Environmental Protection Team) –** No objections. Advisory note required with regard to potential land contamination. **Chief Executive's Service (Roads Development) –** No objection subject to conditions relating to the resurfacing of the footway fronting the site, formation of a pedestrian route into the main entrance, the location of the bin collection point, and the design of the site access. **NATS –** No objections. **Glasgow Airport Safeguarding** – No objection subject to condition relating to the submission of a bird hazard management plan. Advisory note also required with regard to the possible use of a crane. **Scottish Water** – No objections. **Children's Services** – No objections.
REPRESENTATIONS	The Council has undertaken two rounds of neighbour notification. Seven letters of representation, which object to the proposed development, were received. The points raised in these letters can be summarised as follows: 1 – Noise, disruption and inconvenience associated with the construction process. 2 – Loss of sunlight and overshadowing. 3 – Noise and fumes associated with biomass boiler. 4 – Loss of privacy. 5 – Loss of property value. 6 – Insufficient parking provision. 7 – Height and scale of the building is out of keeping with the surrounding area. 8 – Drainage and flooding. 9 – Notification of the application has not been undertaken. 10 – A two storey build would be more suitable at this location.

	11 – It is disingenuous to use other buildings or previous industrial use of the area to justify the scale of the development. There are no other three or four storey buildings within the immediate vicinity of the site. 12 – Car ownership in the area is high and public transport services continue to be reduced. 13 – The building will be higher than the existing at 80 Fulbar Street. 14 – No garden space is provided for residents. 15 – Loss of views and impact on outlook. 16 – There is already an adequate supply of flats in the area.
DEVELOPMENT PLAN POLICIES	**Policy and Material Considerations** Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the following: **Development Plan** <u>National Planning Framework 4</u> NPF4: Policy 1 – Tackling the climate and nature crisis NPF4: Policy 3 – Biodiversity NPF4: Policy 9 – Brownfield land, vacant and derelict land, and empty buildings NPF4: Policy 13 – Sustainable transport NPF4: Policy 14 – Design, quality, and place NPF4: Policy 15 – Local living and 20 minute neighbourhoods NPF4: Policy 16 – Quality Homes NPF4: Policy 18 – Infrastructure first <u>Renfrewshire Local Development Plan</u> LDP 2021: Policy P1 – Renfrewshire's Places LDP 2021: Policy P3 – Housing Mix and Affordable Housing LDP 2021: Policy I3 – Flooding and Drainage LDP 2021: Policy I7 – Zero and Low Carbon Buildings LDP 2021: Policy ENV2 – Natural Heritage <u>Supplementary Guidance</u> Delivering the Environment Strategy Delivering the Infrastructure Strategy Delivering the Economic Strategy <u>Material Considerations</u>

	Renfrewshire Councils Residential Design Guide Scottish Government publications on Designing Streets and Designing Places
PLANNING ASSESSMENT	**Policy P1** states that within uncoloured areas on the proposals maps there will be a general presumption in favour of a continuance of the built form. New development proposals within these areas should make a positive contribution to the Place, and be compatible and complementary to existing uses. Whilst the most recent use of the site was an office, the surrounding area is predominantly characterised by residential use. The redevelopment of the site for residential use would be compatible with surrounding uses in principle. However detailed consideration of the propped development against the provisions of the New Development Supplementary Guidance and the Residential Design Guide is required. These documents set out a range of considerations that form the basis of good places design. Each consideration will be assessed in turn. <u>Context and Character</u> The application site is located in a built up area approx. 250m from Renfrew town centre to the south east. The predominant built form immediately surrounding the site is a mix of two storey terraced properties. It is noted that the built form steps down as you move further away from the town centre. There are four storey tenement properties on the edge of the town centre, and three storey flats opposite Fulbar Lane approx. 50m to the south east of the site. While the built form surrounding the site is predominantly two storeys, there is a mix of design, age, and finish of the buildings. The most notable building within the streetscene is number 80 Fulbar Street which is directly opposite the site to the north west. This building incorporates traditional proportions, and is higher than the two storey dwellinghouses in the area. It is also finished in red facing brick which contrasts with the grey render and stone associated with other properties. The concept for the proposed development is based on the building at number 80, and has taken ques with regard to design, height and materials. While the proposed development is four storeys, the eaves and ridge line height are commensurate with the building at number 80. The proposed development also incorporates facing brick, and vertically proportioned windows. It is noted that number 80 is a remnant of the areas previous industrial heritage. The applicant has sought to justify the development partly based on this historical industrial built form. However, the area is now clearly established as a residential area, and this provides the context

	from which the development should be assessed. Access and Connectivity The application site is within walking distance of Renfrew town centre, its associated amenities and public transport connections. **Policy 15** advocates local living to encourage connected and compact neighbourhoods where people can meet most daily needs within a reasonable distance of their home. **Policies 13 and I1** advocate good accessibility and connectivity to walking, cycling and public transport. The application site is well located in this regard, with the town centre, other amenities such as Robertson Park, Renfrew Health Centre, Kirklandneuk Primary School and Trinity High School all within a 20 minute walk from the site. The Roads Development officer has offered no objections to the development, and is satisfied with the parking provision being proposed given the sustainable location of the site. The matters of detailed design raised by the Roads Development officer can be managed via condition where required, and it is noted that the site plan has been amended to accommodate some of the requirements. Layout and Built Form The proposed split in the site layout, with the building occupying the northwestern half and the parking to the south east, is considered to be acceptable. The site is a prominent corner plot, and the position of the building reflects the building line along Blysthwood Avenue. With regard to built form, it is acknowledged that the four storey height would be as departure from the predominant two storey built form in the immediate vicinity of the site. However, the building is commensurate with the height of the building at number 80. The building at number 80 makes a positive contribution to the character of the area, and a design concept which seeks to reflect this should be considered desirable in principle. On this basis a departure from the predominant built form is not considered to be a reason in itself for the proposal to be considered unacceptable. The form of the building will not be detrimental to the character or appearance of the place, and it is considered that a development of this scale can be accommodated within the streetscene without appearing incongruous. It is also noted that the existing building on the site is vacant, and the proposal will redevelop a brownfield site which is supported by **policy 9.** On balance, it is considered that the redevelopment of the site will have a positive impact on the place. Environment and Community

	A key consideration in the assessment of the development is the potential impact on the residential amenity of neighbouring properties. While it is considered that a building of this scale is acceptable with regard to the streetscene, it must be demonstrated that it is compatible with neighbouring uses. The development is most likely to have a potential impact on the neighbouring properties to the north east (2 Blysthwood Avenue) and south east (68 a-d Fulbar Street) which directly bound the site, 2 Fulbar Avenue to the south west, and 3 – 5 Blysthwood Avenue to the north west. Turning firstly to 2 Blysthwood Avenue, the fenestration on the north eastern elevation of the building has been amended to reduce the potential loss of privacy. This includes replacement of a dormer with a rooflight, and incorporation of high level windows. There is no direct window to window overlooking as the gable of number 2 does not incorporate any habitable room windows. The applicant has provided sunlight calculations which show the extent of shadow cast by the proposed building. These calculations show that the minimum standard of at least 50% of garden ground receiving at least 2 hours of sunshine on the 12th March (as set out within the BRE 209 2022 guidance on Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice) are met. Turning to 68 a-d Fulbar Street, there is a separation distance of 19m between these properties and the proposed building. This will ensure that windows and garden ground associated with 68 a-d Fulbar Street are not overlooked to an unacceptable degree, and that sufficient levels of privacy will be maintained. Treatment along this and all other boundaries will be controlled via condition. In terms of overshadowing, as these properties are directly to the east of the application site they are not significantly impacted through loss of sunlight. With regard to daylight, it is noted that removal of the existing building (which is hard up against the eastern boundary) will improve the outlook and levels of daylight received by 68a in particular. It is noted that the proposed building is within the 25 degree line when plotted from 68 a-d. However the orientation of the properties will ensure that overall amenity is not significantly impacted. Number 2 Fulbar Avenue is to the south west of the site on the opposite side of Fulbar Steet. Given the position of the property to the south west it will not be impacted by any overshadowing. The windows on the rear elevation of this property which fronts Fulbar Street are in the public domain, and I am satisfied that privacy will not be compromised further with respect to the development being proposed. It is noted that the proposed building is also within the 25 degree line when plotted from number 2. However the orientation of the properties will ensure that overall amenity is not significantly impacted.

	Numbers 3 and 5 Blysthwood Avenue are 20m from the development site, and do not directly face the proposed block of flats. They will not be impacted regarding loss of privacy. Due to the orientation of the properties the sunlight analysis shows that the development will overshadow the front elevation of these properties resulting in a partial loss of sunlight within the habitable rooms on the front elevation of the properties. The analysis shows that the development will not result in a total loss of sunlight. These properties will still receive some sunlight in the afternoon. The partial loss is restricted to winter months only. It is not considered that the impact on amenity that arises from the loss of sunlight would be so significant as to justify refusal of the application. The potential impact on number 80 Fulbar Street is not likely to be significant as this is a commercial property and not a dwellinghouse. In view of the above, it is considered that on balance the development will not result in a significant loss of amenity for neighbouring properties. The site plan includes an indicative landscaping strategy which will provide a softer setting for the building and some amenity for residents. It is noted above that public parks are also within walking distance of the site. Whilst the planting plan is not detailed, it is likely that any landscaping will improve biodiversity at this location given the site in its current condition is fully covered with hard standing. The development would meet the aims of **policy 3 and ENV2** in this regard. The proposal includes a drainage strategy which would manage surface water in a sustainable manner using filter trenches and a soakaway system. A condition can be applied to ensure the strategy is implemented on site and maintained thereafter in accordance with the submitted documents. Finally, it is noted that while the site is on the edge of the coastal potential flooding extent the flood risk area does not cover the footprint of the building, the surrounding landscaping, the car parking area, or the site access. The development is considered to comply with **Policy I3.** <u>Buildings and Design</u> The design and finish of the proposed building is based on the brick building at number 80 Fulbar Street. I am satisfied that the building is of a suitable design and finish, and will make a positive contribution to the place as required by **policies 14, 16 and P1.** The combined bin and bike store is also finished in brick, with a flat

	roof. Its position to the rear of the flats ensures it will not have a significant impact on the streetscene. The applicant has advised that energy efficiency and carbon dioxide reduction will be a key component of the development. The development initially included a biomass boiler system. However this has since been omitted from the scheme. It is considered that a condition should be applied requiring the submission of an Energy Design Analysis to demonstrate that predicted emissions from the development are reduced by at least 15% below 2007 building standards as required by **Policy I7.** In response to the points raised in the letters of representation, matters relating to points 2, 4, 6, 7, 8, 13, and 14, namely the scale of the development and the impact on amenity, drainage, landscaping, and parking have been addressed in the above assessment. 1 - A construction and environmental management plan will be requested via condition to ensure the construction phase is managed appropriately. 3 - The biomass boiler has been omitted from the proposal. 5 – Loss of property value is not a material consideration. 9 – Notification of the application has been undertaken in accordance with the requirements of the legislation. It is noted that a second round of notification was undertaken following submission of amended plans. 10, 11, 16 – Although historical building patterns in the area are acknowledged, the proposal has been assessed against the current residential context. Existing supply of flats in the area or preference for a lower density of build is not considered to be a reason to refuse the development. Higher density and more compact development is supported in principle by NPF4, particularly at locations such as this where amenities are within a walkable distance of the site. The development will contribute to the mix of houses and flats in this area as promoted by **Policy P3**. 12 – A higher density of development will contribute to the viability of services and amenities. The Roads Development officer has offered no objections to the development. 15 – Loss of views is not a material consideration. Impact on outlook has been considered in the above assessment. In conclusion, the proposed development will support delivery of two of the overarching spatial principles set out in National Planning Framework 4 – Local Living and Compact Urban Growth. The application site is within a sustainable location, and its redevelopment

	in the manner proposed will contribute positively to the place. Minimum standards relating to the amenity of neighbouring residential properties will be met. In view of the above, it is considered that the proposal would accord with the relevant provisions of the Development Plan. There are no other material considerations. Planning permission should therefore be granted.
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 the occupation of any flat hereby approved, the developer shall resurface the sections of footway which are commensurate with the site boundaries fronting Fulbar Street and Blysthwood Avenue. The footway shall be resurfaced to a standard that is structurally adequate and to the satisfaction of the Planning Authority.

   Reason: To ensure the standard of footway fronting the site is sufficient to serve the development.

2. That prior to the commencement of development on site, the developer shall submit for the written approval of the Planning Authority a plan showing the location of a bin collection area from where bins can be safely presented for collection. The plan shall include a specification for all works neccesary to form the bin collection area including and hard surfacing or boundary treatments. The bin collection area thereafter approved shall be implemented on site and made available for use prior to the occupation of any of the flats.

   Reason: To ensure that bins associated with the development can be presented for collection safely.

3. That prior to the commencement of development on site, the developer shall provide a strategy for the written approval of the Planning Authority which details the drainage of surface water from all areas of hard standing. The strategy shall ensure that surface water from any areas of hard standing shall not discharge onto the public road. The approved strategy shall thereafter be implemented on site, and maintained for the life of the development.

   Reason: To ensure that surface water is managed appropriately in the interests of sustainable drainage.

4. That the development hereby approved shall be undertaken in accordance with approved drawings 1848/AL(0)007 rev E titled ‘Plans as Proposed’ and 1848/AL(0)11 rev E titled ‘Elevations as Proposed’. No alterations to these plans

are to take place unless first submitted to and agreed in writing with the Planning Authority. The combined bin and cycle store as shown in these drawings shall also be constructed and made available for use prior to the occupation of any flat hereby approved.

Reason: To ensure the development is implemented in accordance with the approved plans.

5. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of:

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

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

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

6. That prior to the commencement of development on site, the developer shall provide for the written approval of the Planning Authority a specification detailing the colour and texture of all finishing materials to be used on the external walls of the building hereby approved. This shall include windows and all rainwater goods. Only the materials within the approved specification shall thereafter be used in the development of the site.

   Reason: To ensure the external materials are suitable for use in the interests of visual amenity.

7. 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 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.
   - a plan showing proposed site levels.
   - 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.
   - 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 life of the development.

Reason: To ensure a robust landscaping strategy is implemented in the interests of visual amenity, landscape character and biodiversity.

8. 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 to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be used in the development of the site.

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

9. 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 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,
   - procedures for monitoring compliance and dealing with any breaches of the approved management 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

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

10. That prior to the commencement of development on site, the developer shall submit an Energy Design Analysis for the written approval of the Planning Authority demonstrating the fabric performance of the building and the installation of technology that provides low or no amounts of carbon dioxide emissions, to reduce the predicted emissions from the building by at least 15% below 2007 building standards. The building shall thereafter be developed in accordance with the

approved Energy Design Analysis.

Reason: To ensure the building is designed in a manner that reduces energy requirements and carbon emissions.

Planning Application: Report of Handling

Reference No. 23/0283/PP

Renfrewshire Council

KEY INFORMATION

Ward: 2 Renfrew South and Gallowhill

Applicant:
Renfrewshire Council

Registered: 29/05/2023

RECOMMENDATION

Approve subject to conditions

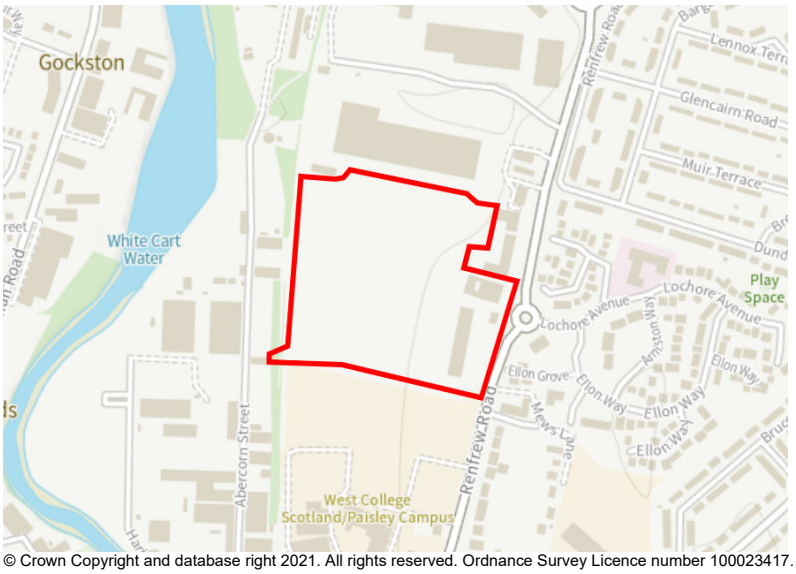
Alasdair Morrison
Head of Economy & Development

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Erection of a secondary school and community campus with associated external amenities including landscaping, access, parking, and sports pitches.

LOCATION: 111 - 113 Renfrew Road, Paisley, PA3 4DY

APPLICATION FOR: Full Planning Permission



IDENTIFIED KEY ISSUES

- The application site is located within the Paisley Town Centre North Transition Area as defined by Policy E1 of the Adopted Local Development Plan.
- The Local Development Plan New Development Supplementary Guidance on Delivering the Economic Strategy states that educational facilities are an acceptable use within the Paisley Town Centre North Transition Area
- There have been no objections from consultees.
- There have been no representations.

REPORT OF HANDLING FOR APPLICATION 23/0283/PP

SITE ADDRESS	111 - 113 Renfrew Road, Paisley, PA3 4DY
PROPOSAL	Erection of a secondary school and community campus with associated external amenities including landscaping, access, parking and sports pitches.
RECOMMENDATION	Grant subject to conditions

PROPOSALS	This application seeks planning permission for the erection of a secondary school and community campus with associated external amenities including landscaping, access, parking, and sports pitches on the site of the former Chivas premises at 111-113 Renfrew Road, Paisley. The proposed development will facilitate the relocation of Paisley Grammar School from its current location on Glasgow Road. The application site is approx. 6 hectares in area. The warehouses associated with the Chivas premises have been cleared, and the site is now vacant with the exception of buildings along the Renfrew Road frontage which have been retained. The retained buildings are outwith the application site boundary and are not related to the development proposal. The site itself is flat with no significant level changes. However, it sits down below the level of Renfrew Road to the east. The site is split from Renfrew Road by a row of office buildings, one of which is B listed. To the north the site is bound by an industrial building that is currently occupied by Scottish Leather Group, to the south by the West College Scotland Paisley campus, and to the west by Abercorn Street which features a mix of industrial and commercial premises. The proposed secondary school is positioned in the southern half of the development site. It comprises of a flat roofed part two storey/part three storey building with an irregular shaped footprint, and floor area of approx. 14,675 square metres. The proposed secondary school has a capacity for 1380 pupils. The external walls will be finished in aluminium cladding which is a mix of bronze and champagne colours. Outdoor play areas including all weather pitches are located in the northern half of the site. The submitted plans identify the access to the site from a new east/west link road which forms part of the Advanced Manufacturing and Innovation District Scotland (AMIDS) South infrastructure upgrades. These upgrades are intended to improve access to the Advanced Manufacturing and Innovation District at Glasgow Airport, and were approved under planning application 22/0363/PP. The east/west link includes a new junction onto Renfrew Road.

	There are two access points from the east/west link road, one at the western end which provides access to a drop of zone for buses, and one at the eastern end which functions as the principal access for pedestrians and private vehicles entering the school grounds. There are six disabled spaces adjacent to the main entrance, with 103 parking spaces towards the north east corner of the site. The front elevation of the school is set back 36m from the east/west link. The space between the school and the road comprises of a drainage basin, various informal social spaces, and associated landscaping. Boundary treatment around the site perimeter comprises of a 2.4m high welded mash fence.
SITE HISTORY	Application No: 23/0087/PN Description: A new secondary school and community campus with associated external amenities including landscaping, parking and sports pitches Status; Accepted Application No: 23/0507/HZR Description: Revoke hazardous substance consent 8803/H3788 Status; Revoked Application No: 22/0363/PP Description: Formation of 2 lane road, including a bridge crossing over the White Cart Water, road and footpath upgrades and other associated works. Status; Granted subject to conditions Application No: 20/0756/DD Description: Prior notification for demolition of buildings Status; Prior Approval not Required Application No: 14/0267/PP Description: Erection of single storey gatehouse Status; Granted Application No: 14/0721/PP Description: Siting of modular building. Status; Granted subject to conditions Application No: 13/0679/PP Description: Erection of single storey gatehouse. Status; Granted Application No: 13/0078/PP Description: Erection of a loading canopy Status; Granted Application No: 13/0549/PP Description: Erection of compactor building

	Status; Granted Application No: 12/0420/PP Description: Overcladding of part of building and external alterations Status; Granted Application No: 11/0772/PP Description: Construction of extension to form loading dock Status; Granted subject to conditions Application No: 10/0554/PP Description: Erection of store building Status; Granted subject to conditions Application No: 07/0811/AD Description: Display of externally illuminated signs. Status; Granted subject to conditions Application No: 07/0359/PP Description: Formation of concrete hardstanding with lighting to accommodate articulated trailers with 3m high chainlink perimeter fence. Status; Granted subject to conditions Application No: 07/0820/PP Description: Erection of a compactor building and pallet park. Status; Granted subject to conditions Application No: 00/1100/HZ Description: Claim for deemed hazardous substances consent in respect of the storage of liquid ethenol (UN 3065 Alcoholic Beverage). Status; Deemed consent Application No: 05/0062/PP Description: Erection of distribution building with loading docks and lean-to structure and reconstruction of existing service road. Status; Granted subject to conditions Application No: 95/0917/AD Description: Formation of sign. Status; Granted subject to conditions Application No: 94/0982/PP Description: Siting of one temporary portacabin. Status; Granted subject to conditions Application No: 93/0314/PP Description: Erection of extension to existing loading bay. Status; Granted subject to conditions Application No: 93/1069/AD Description: Erection of a fixed sign.

	Status; Granted subject to conditions Application No: 93/0057/PP Description: Siting of two temporary portable buildings. Status; Granted subject to conditions
CONSULTATIONS	**Communities & Housing Services (Environmental Protection Team) –** An air quality assessment is required prior to commencement of development, and any mitigations within the assessment shall be implemented. Conditions are required with respect to land contamination, noise, and lighting. **Environment, Housing and Infrastructure –** no objection subject to the attached roads related conditions. **Children's Services –** No objections. **Scottish Water** – No objections. **Glasgow Airport Safeguarding** – No objection subject to conditions requiring the submission of a bird hazard management plan, and further details of all soft and water landscaping works. **NATS –** No objections. **SEPA –** No objections. **Health and Safety Executive** – do not advise against the granting of planning permission.
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	**Policy and Material Considerations** Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the following: **Development Plan** <u>National Planning Framework 4</u> NPF4: Policy 1 – Tackling the climate and nature crisis NPF4: Policy 2 – Climate mitigation and adaptation NPF4: Policy 3 – Biodiversity NPF4: Policy 7 – Historic Assets and Places NPF4: Policy 9 – Brownfield land, vacant and derelict land, and empty buildings NPF4: Policy 13 – Sustainable transport NPF4: Policy 14 – Design, quality, and place NPF4: Policy 18 – Infrastructure first

	NPF4: Policy 22 – Flood risk and water management NPF4: Policy 27 – City, town, local and commercial centres <u>Renfrewshire Local Development Plan</u> LDP 2021: Policy E3 – Transition Area LDP 2021: Policy I1 – Connecting Places LDP 2021: Policy I3 – Flooding and Drainage LDP 2021: Policy I7 – Zero and Low carbon Buildings LDP 2021: Policy ENV2 – Natural Heritage LDP 2021: Policy ENV3 – Built and Cultural Heritage LDP 2021: Policy ENV5 – Air Quality <u>Supplementary Guidance</u> Delivering the Economic Strategy Delivering the Infrastructure Strategy Delivering the Environment Strategy Delivering the Places Strategy
ENVIRONMENTAL IMPACT ASSESSMENT	The development has been assessed against the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 to determine if it should be accompanied by an Environmental Impact Assessment (EIA). The development does not meet any of the descriptions of development as set out within Schedule 1 of the regulations for which an EIA is always required. The development does meet one of the descriptions of development within schedule 2 of the regulations on the basis that it constitutes an urban development project where the site area exceeds 0.5 hectares. An EIA is required for schedule 2 development only when it is likely to have significant effects on the environment by virtue of factors such as its nature, size, or location. In view of the above an EIA screening checklist for the development has been undertaken. The checklist has concluded that the development is not likely to have a significant environmental impact which would necessitate the undertaking of an EIA. Potential impacts noted in the supporting information accompanying the planning application can be addressed via the planning process. An EIA is not therefore required to accompany the planning application.
PLANNING ASSESSMENT	Policy E3 of the local development plan (LDP) states that transition areas aim to support a mix of uses. Development proposals within transition areas require to be able to co-exist with existing uses, having no significant effect on the character and amenity of the surrounding area.

	The application site is within the Paisley Town Centre North transition area. The supplementary guidance states that educational facilities are an acceptable use within this transition area. Proposals must thereafter be assessed against the transition areas development criteria. In this instance the proposed development is appropriate for the site and compatible with the wider surrounding area. There have been no objections from consultees. Matters relating to noise, air quality and lighting can be managed via conditions. **Policy 14** of NPF4 seeks to encourage, promote, and facilitate well designed development that makes successful places by taking a design led approach which promotes quality places, spaces, and environments. The proposed development will contribute positively to the place and the environment within the Paisley Town Centre North transition area. The building is of a good quality design and finish. It will also be accompanied by structural landscaping and open space which create an attractive natural setting for the building. The development will also contribute to the regeneration of the transition area. The previous use on the site has ceased, and the site is now vacant. The proposal also therefore complies with **Policy 9** of NPF4 which seeks to encourage, promote, and facilitate the reuse of brownfield, vacant and derelict land. **Policy 9** states that the biodiversity value of brownfield land which has naturalised should be taken into account. In this instance the site has only recently been cleared and has very little existing ecological value or natural heritage assets. The development of the site includes areas of grassland, soft landscaping, ornamental planting, hedges, trees, and a drainage basin. The development will therefore enhance the ecological value of the site and improve its biodiversity in accordance with **Policy 3** of NPF4 and **Policy ENV2** of LDP. A detailed landscape specification which includes species, number and spacing of all planting will be requested by condition. There will be no adverse effect on the integrity of any Natura 2000 site. **Policy 27** of NPF4 states that development proposals which are outwith the defined centre of a city/town, and which will generate significant footfall, should be subject of a Town Centre First Assessment. This includes education and community facilities however the policy states that the assessment should be applied

	flexibly so that the facility is easily accessible to the communities it is intended to serve. While it is noted that the existing Paisley Grammar School catchment area does include part of Paisley town centre, there are no sites within the town centre that can accommodate the scale of development proposed. A site selection process has been undertaken, and the former Chivas site was identified as the preferred option. The application site is within a 20 minute walk of the town centre. It is accessible by walking, cycling and public transport, and there are a range of transport options available to accommodate the footfall associated with the school. The proposal is considered to comply with **Policy 27**. Further to the accessibility noted above, **Policy 13** of NPF4 seeks to encourage, promote, and facilitate developments that prioritise walking, wheeling, cycling and public transport, and that transport requirements generated by a development proposal are considered in line with the sustainable travel and investment hierarchies. **Policy I1** of LDP also seeks to promote good accessibility and connectivity to walking, cycling and public transport to support modal shift, and all development proposals require to ensure appropriate provision and accessibility including the ability to connect to active travel and public transport networks. The site has been laid out to prioritise sustainable modes of travel. There are two pedestrian gates providing access from the east/west link road, with the front of the school characterised by open space and landscaping to create an attractive pedestrian environment and prioritise pedestrian and cycle access into the school. The layout includes an area for cycle parking. The final location and design of the cycle parking can be managed via condition. While there are six disabled parking spaces adjacent to the main entrance, the main car park is further removed from the main entrance in a secondary location towards the north east corner of the site. The layout includes a bus drop off bay which can accommodate eight buses. The site layout prioritises space for pedestrians over private vehicles, and this will support journeys to the school by walking and cycling as required by **Policy 27** of NPF4 and **Policy I1** of LDP. The secondary school will be accessed from the east/west road link approved under planning application 22/0363/PP. While the final design of the road link is still to be approved by condition, the outline design includes sufficient space to accommodate pedestrian and cycle journeys.

	The east/west link will connect the site with the new Paisley to Renfrew core path to the west, and the existing public transport and pedestrian network on Renfrew Road to the east. The connection to the core path is important to facilitate journeys by walking and cycling, and a condition will be recommended to ensure a link to the core path is in place prior to the school becoming operational. The infrastructure approved under planning application 22/0363/PP also includes a new bridge link over the White Cart water which will improve connections between the school and Shortroods and Gockston. The core path will improve connections between the site and Gallowhill, Whitehaugh and Glasgow Road. The east/west road link includes a new junction onto Renfrew Road. The outline design for the junction includes provision for pedestrian crossing, and final details will be submitted via condition to ensure the crossing facilities are suitable. In addition to the above it is also considered neccesary to undertake a safety and accessibility review of Renfrew Road to identify barriers to active travel and potential road safety hazards, and to promote mitigation measures to improve connectivity for pedestrians and cyclists (particularly between the site and Gallowhill and the East End of Paisley) and promote walking and cycling to the school. The review can be submitted via condition. Additionally, it is noted that while **Policy I1** states priority should be given to sustainable modes of travel it also states that developments should have no significant impact on the safe and efficient operation of the local road network. While the principle of a new junction onto Renfrew Road has been established, the design of the new junction and other mitigation measures to enhance active travel will need to be balanced with the operation of Renfrew Road noting its function as a key connection between Paisley and the M8 motorway. The service yard is located adjacent to the bus drop of area. This area will be able to accommodate service vehicles outwith pick up and drop of times. The primary focus of this application, in conjunction with application 22/0363/PP, is delivery of infrastructure to connect the school to the existing transport network. This can be managed via conditions attached to this application and already attached to application 22/0363/PP. This will also ensure that the proposal complies with **Policy 18** of NPF4 which states that infrastructure considerations are integral to development planning. The site is located outwith a functional flood plain as set out within the SEPA flood risk maps. A detailed surface water drainage strategy can be requested via condition to ensure surface water is managed in a sustainable manner in accordance with **Policy 22** of NPF4 and **Policy I3** of the LDP.

	An Energy Design Analysis can be requested via condition to ensure the building incorporates technology to reduce predicted carbon dioxide emissions by at least 15% below 2007 building standards in accordance with **Policy I7** of the LDP. With respect to **Policies 1 and 2** of NPF4, it is noted above that provision will be made to reduce predicted emissions from the building. Additionally, the development is on a brown field site which is sustainably located within the existing urban area and includes provision for soft landscaping and biodiversity gain. The development therefore accords with the principles of climate mitigation and adaptation advocated by **Policies 1 and 2** of NPF4. **Policy 7** of NPF4 states that development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest. **Policy ENV3** of the LDP also states that development proposals within the vicinity of built heritage assets will be required to demonstrate that there is no negative impact to their setting. The application site is to the west of 121 Renfrew Road (one of a row of buildings that comprise the Mirren Court Business Centre) which is a category B listed building, and 111-113 Renfrew Road (former Chivas administration building) which is a category C listed building. The proposed secondary school is to the rear of number 121 and 111-113. It is also at a lower ground level. Previous development patterns have included large buildings to the rear of 121 and 111-113. Views of the principal eastern elevation of the buildings will be largely unaffected by the development. While the secondary school may be visible from the east in the gaps between the buildings, it will not overdominate the buildings or have a detrimental impact on its setting. **Policy ENV5** of the LDP states that development proposals should not have a significant adverse effect on air quality particularly within or adjacent to Renfrewshire's Air Quality Management Areas. The applicant has submitted a desk top air quality assessment which confirms that a full air quality assessment is required. The Environmental Protection team have advised that the air quality assessment can be submitted via condition, and that any mitigations within the assessment shall be implemented thereafter. In view of the above, it is considered that the proposal would accord with the relevant provisions of the Development Plan. There are no other material considerations. Planning permission should therefore be granted.
RECOMMENDATION	Grant subject to conditions

Reason for Decision

1. 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/Reasons

1. That prior to the commencement of any works on site, the developer shall submit, for the written approval of the Planning Authority, a phasing plan which shall include the following:
   a) Details of all enabling works which shall take place on site before construction works on the development approved commences; and
   b) Details of the phasing of the construction works which shall take place on site.

   Thereafter works shall proceed in accordance with the approved phasing plan.

   Reason: To ensure all works are undertaken in a phased manner with respect to controlling the development of the site.

2. That prior to the commencement of any works on site, either enabling works or construction works, the following shall be submitted for the written approval of the Planning Authority:
   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 with the site investigation report 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.

3. That prior to the occupation of the secondary school, a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan and also confirming that imported materials are suitable for use shall be submitted for the written approval of the Planning Authority.

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

4. That prior to the commencement of any works on site, either enabling works or construction works, 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 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,

- procedures for monitoring compliance and dealing with any breaches of the approved management 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.
- a timetable for the construction phase including confirmation of site operating times on each day of the week.

The measures set out within the approved CEMP shall thereafter be implemented on site during the construction phase.

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

5. That prior to the commencement of any construction works on site, as defined in the phasing plan approved in respect of condition 1, a road safety and accessibility review shall be submitted for the written approval of the Planning Authority. The review shall comprise a study of the Renfrew Road corridor (between the junction of Renfrew Road and Weir Street and Renfrew Road and Paisley Road) and shall include the following:
   a) Review of the existing road network to accommodate journeys to the application site by pedestrians and cyclists;
   b) Identification of existing barriers to movement along the corridor;
   c) Identification of potential road safety hazards; and
   d) Identification of detailed mitigation measures in respect of issues identified as part of a, b and c above.

   Reason: To promote sustainable travel modes and to ensure safe accessibility for pedestrians and cyclists.

6. That concurrent with condition 5 above, all measures identified in the review to improve road safety and enhance accessibility for sustainable modes of travel shall be implemented prior to the secondary school being brought into use unless otherwise agreed in writing with the Planning Authority.

   Reason: To ensure all measures to improve accessibility and safety are implemented prior to the secondary school being brought into use.

7. That prior to the commencement of any construction works on site, as defined in the phasing plan approved under the terms of condition 1, a specification of the final design and layout of the proposed access onto Renfrew Road to serve the secondary school, shall be submitted for the written approval of the Planning Authority. The design shall include the associated pedestrian crossing points. The approved access thereafter, shall be implemented in full and made available for use, to the satisfaction of the Planning Authority, prior to the secondary school being brought into use, unless otherwise agreed in writing with the Planning Authority.

   Reason: To ensure the site is accessed safely.

8. That concurrent with condition 7 above, should the developer require to bring the secondary school into use prior to the access onto Renfrew Road being completed, the developer shall submit a plan for the written approval of the Planning Authority detailing interim access arrangements for the site which would be put in place until the final access is completed. The plan would also specify the duration within which the interim access arrangement would be required. The interim access arrangement would thereafter be implemented prior to the secondary school being brought into use and retained for the duration specified in the plan approved.

   Reason: To ensure the site can be accessed safely.

9. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, a plan identifying key walking and cycling routes to the secondary school shall be submitted for the written approval of the Planning Authority in conjunction with Childrens Services.

   Thereafter a review shall be undertaken of the routes in question which shall identify any such deficiencies and enhancements which are required in order to ensure the routes in question fully promote, support and encourage travel to the secondary school by walking or cycling. The results of the review undertaken shall be submitted for the written approval of the Planning Authority. Thereafter the approved plan shall be completed and brought into use prior to the occupation of the secondary school unless otherwise agreed in writing by the Planning Authority.

   Reason: To encourage sustainable means of travel.

10. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, a Bird Hazard Management Plan shall be submitted for the written approval of the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of:

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

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

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

11. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, full details of soft and water landscaping works shall be submitted to and approved in writing by the Planning Authority. The details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design', and shall include:
    - Details of any existing trees or hedgerows and methods for their protection

during the construction phase.

- The species, number and spacing of all proposed trees, shrubs, hedgerows, areas of grass/wildflower seeding, and turfing.
- Drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes.
- All areas of hard standing including location and materials.
- All areas of surface water including ponds, and measures for the sustainable management and drainage of surface water where applicable.
- All biodiversity and habitat enhancements.
- A timetable for the implementation of the soft and water landscaping works.
- 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 scheme shall thereafter be implemented as approved. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

12. The design, installation and operation of any plant, machinery or equipment shall be such that noise associated with the development does not exceed Noise Rating Curve NR25 between the hours of 2300 to 0700 hours and NR 35 at all other times, when measured within any dwelling in the vicinity of the development. Structure borne vibration from the proposed development shall be imperceptible within any dwelling in the vicinity of the development. For an explanation of noise rating curves, refer to BS 8233:2014 Sound insulation and noise reduction in buildings-code of practice, Annex B.

    Reason: To mitigate noise impact on neighbouring properties in the interests of amenity.

13. That prior to the development hereby approved being brought into use, the applicant shall undertake a survey to determine the impact of floodlighting from the proposed development using the principles set out in British Standard BS EN 12193:2018 (Incorporating corrigendum February 2019) Light & Lighting - Sports Lighting, or a method agreed by the Planning Authority. The survey shall be submitted to and approved in writing by the Planning Authority and shall include details of:

    - a description of the proposed lighting units including height, type, shape and luminous flux of the floodlights.
    - the luminance levels, both horizontal and vertical, on the illuminated part of the

site to demonstrate that obtrusive light and glare does not adversely affect neighbouring properties.
- the direction and aiming angle of each floodlight and the upward waste light ratio for each light.
- the Environmental Zone, as defined in the Institution of Lighting Engineers Publication – Guidance Notes for the Reduction of Obtrusive Light, within which the site falls.

The works which form part of the approved lighting scheme shall thereafter be implemented on site before the development becomes operational, and maintained thereafter for the life of the development, unless otherwise agreed in writing with the Planning Authority.

Reason: To mitigate light impact on neighbouring properties in the interests of amenity.

14. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit for the written approval of the Planning Authority a report which satisfies the Planning Authority that the Local Air Quality Management Objectives for the pollutants specified in the relevant Air Quality Regulations, made under Part IV of the Environment Act 1995, shall not be exceeded at any location at or in the vicinity of the development where "relevant exposure" is liable to occur. In addition, the overall significance of the air quality impacts from the development shall be assessed and clearly defined within the report with mitigation proposed where required. The survey and report shall adhere to the methods and principles set out in the Scottish Government publication "Local Air Quality Management Technical Guidance LAQM.TG(09) and LAQM.TG(16)" and the EPUK guidance document "Land-Use Planning & Development Control: Planning for Air Quality (Jan 2017)" or a method that has been agreed with the Planning Authority. If the report concludes that Local Air Quality Management Objectives will be exceeded, it shall include appropriate recommendations (and a timetable for the implementation of the recommendations) to ensure that the impact of exceeding the objectives is mitigated. The recommendations shall thereafter be implemented in accordance with the timetable unless otherwise agreed in writing with the Planning Authority.

    Reason: To ensure Local Air Quality Management Objectives are managed in the interests of public health.

15. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit an Energy Design Analysis for the written approval of the Planning Authority demonstrating the fabric performance of the building and the installation of technology that provides low or no amounts of carbon dioxide emissions, to reduce the predicted emissions from the building by at least 15% below 2007 building standards. The building shall thereafter be developed in accordance with the approved Energy Design Analysis.

    Reason: To ensure the building is designed in a manner that reduces energy requirements and carbon emissions.

16. That prior to the commencement of any construction works, as defined in the

phasing plan approved under the terms of condition 1, 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 (including retaining walls), or other method of enclosure to be installed at the site. Only the boundary fences, gates, walls, or other methods of enclosure within the approved specification shall thereafter be used in the development of the site.

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

17. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall provide for the written approval of the Planning Authority a specification detailing the colour and texture of all finishing materials to be used on the external walls of the development hereby approved. This shall include windows and all rainwater goods. Only the materials within the approved specification shall thereafter be used in the development of the site.

    Reason: To ensure the external materials are suitable for use in the interests of visual amenity.

18. That prior to the commencement of any construction works, as defined in the phasing plan approved under the terms of condition 1, the developer shall submit for the written approval of the Planning Authority a strategy for the sustainable drainage of surface water. Only the approved strategy shall thereafter be implemented on site.

    Reason: To ensure surface water is managed appropriately in the interests of sustainable drainage.

19. That prior to the occupation of the secondary school hereby approved, the developer shall submit a specification detailing the final location and design of all bike stores. The specification shall also include a timetable for the installation of the bike stores. The approved stores shall thereafter be installed on site in accordance with the approved timetable.

    Reason: To ensure suitable provision for bike storage at the development in the interests of supporting sustainable transport.

20. That prior to the secondary school hereby approved being brought into use, the developer shall provide a plan and specification for the written approval of the Planning Authority detailing how the secondary school shall be connected to the Paisley/Renfrew core path located to the west of the site. The connection detailed in the approved plan and specification shall thereafter be implemented on site and made available for use prior to the secondary school being brought into use, and shall be maintained thereafter for the life of the secondary school unless otherwise agreed in writing with the Planning Authority.

    Reason: To ensure the site is connected to the core path prior to the school being brought into use to encourage journeys to the school by walking and cycling.

21. That within a period of 12 months immediately following the secondary school

hereby approved being brought into use the developer shall submit a school travel plan for the written approval of the Planning Authority. The travel plan shall include a review of current travel patterns to the secondary school, identify any barriers associated with travel to the secondary school by sustainable modes (active travel and public transport) and shall thereafter set out measures to promote and encourage travel to the site by sustainable modes and to reduce travel by single occupancy private vehicle. The travel plan shall include targets for travel by sustainable modes, associated measures to achieve these targets, when these measures would be undertaken, and a scheme for regular monitoring and review whereby the measures will be continued, or new measures will be identified to ensure targets are met. The measures within the travel plan shall thereafter be implemented and reviewed accordingly.

Reason: To encourage travel to the school by sustainable modes and reduce demand for single occupancy private car trips.

Planning Application: Report of Handling

Reference No. 23/0504/LB

Renfrewshire Council

KEY INFORMATION

Ward: 4 – Paisley Northwest

Applicant: The University of the West of Scotland

Registered: 22/09/2023

RECOMMENDATION
Grant, subject to conditions

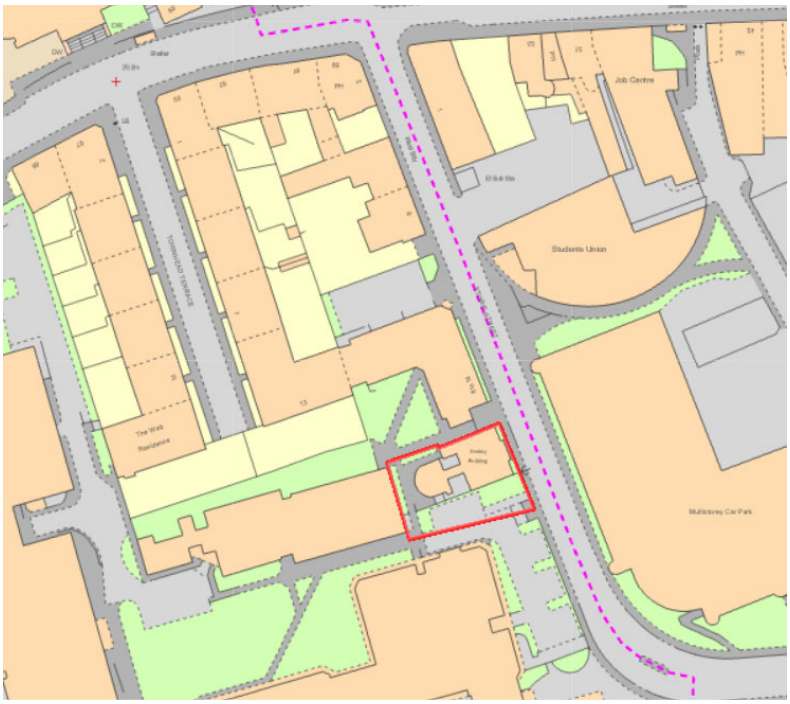
Alasdair Morrison
Head of Economy & Development

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; internal alterations and landscaping works

LOCATION: University of the West of Scotland, Storie Street, Paisley, PA1 2BX

APPLICATION FOR: Full Planning Permission



IDENTIFIED KEY ISSUES

- The building is B listed and is located within both Paisley Town Centre and its Conservation Area.
- Historic Environment Scotland have not objected to the proposal.
- The proposal accords with the relevant provisions of National Planning Framework 4, the Renfrewshire Local Development Plan and Historic Environment Scotland's guidance.

REPORT OF HANDLING FOR APPLICATION 23/0504/LB

SITE ADDRESS	University of the West of Scotland, Storie Street, Paisley, PA1 2BX
PROPOSAL	Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; internal alterations and landscaping works
RECOMMENDATION	Grant, subject to conditions

PROPOSALS	This application seeks listed building consent for the extension of, and alterations to, a detached building on Storie Street, Paisley. The building, which is located within the University of the West of Scotland campus, fronts a road to the east and is bound by a mixture of commercial and residential properties. The building is B listed and sits within both Paisley Town Centre and its Conservation Area. The two storey sandstone property has a dual pitched slate roof and timber framed windows. A single storey red brick rotunda projects from the rear. Several structures that sit between the main two storey building and the rotunda would be removed and a small, flat roofed extension would be constructed. Alterations would be made to the internal layout of the building and aluminium cladding would be installed along part of the northern elevation of the rotunda. Replacement windows and doors would be installed across the building while two new window openings (with decorative aluminium shutters) would be formed on the southern elevation of the main building. The ramp that provides access to the rotunda roof from the first floor of the main building would be removed and a new ramp, false floor and railings would be installed on the rotunda roof to create useable outdoor space. In association with the installation of the new ramp, two first floor window openings on the rear elevation of the main building would be converted to a door and an existing door opening would be infilled to create a window. Several sections of stonework would be either cleaned or repaired while the slate roof would be renewed and solar panels would be installed on the rear roof plane. An access ramp would be installed to the south of the property and decorative railings would be installed along the southern site boundary. Finally, areas of both hard and soft landscaping would be formed

	across the application site. In light of the minimal removal of some of the existing building, and in line with the Scheme of Delegation the application is being referred to Board for consideration and determination.
SITE HISTORY	Application No: 23/0505/PP Description: Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; and landscaping works Decision: This application is also being presented to Board today for determination.
CONSULTATIONS	**Historic Environment Scotland** - No objection.
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	**Policy and Material Considerations** Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the following: <u>National Planning Framework 4</u> Policy 7 - Historic assets and places <u>Renfrewshire Local Development Plan</u> Policy ENV3 - Built and Cultural Heritage <u>New Development Supplementary Guidance</u> Delivering the Environment Strategy <u>Material Considerations</u> Historic Environment Scotland: Managing Change in the Historic Environment Guidance
PLANNING ASSESSMENT	The Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant listed building consent special regard must be had to the desirability of preserving the listed building and its setting as well as any features of special architectural or historic merit. In terms of Development Plan policy, **Policy 7** of NPF4 and **Policy ENV3** of the LDP are similar in that they both require works to listed buildings to respect their character. The relevant supplementary guidance, as well as Historic Environment Scotland's guidance notes, requires alterations to be carefully considered but also recognises that the continued occupation of listed buildings is the best way to secure their long term future. The following matters therefore require consideration.

	Extension, cladding and internal alterations The construction of the extension would require the removal of several small structures that sit between the main building and the rotunda. These are poor quality, piecemeal additions that contribute little to the architectural importance of the building. The removal of these structures is therefore considered acceptable. The extension has been designed to fill the gap between the rear of the main building and rotunda without dominating the space. The extension would not be highly visible from the street and would not affect the principal elevation. The extension would be finished in aluminium cladding, in contrast with the sandstone main building and red brick rotunda. Such a finish is acceptable as it would allow the extension to be identified as a later addition and would link the structure to the more modern buildings found elsewhere on campus. The aluminium cladding used on the extension would continue along part of the northern side elevation of the rotunda. This is acceptable as this elevation is not integral to the architectural merit of the building and the original red brick finish has already been removed in this location. The associated internal alterations would have minimal impact on the character of the listed building and the original subdivision of space would remain evident. Replacement windows and new window openings While guidance from Historic Environment Scotland encourages the retention and repair of existing windows and doors, it also acknowledges that in some circumstances it is necessary to replace them. In this instance, the existing single glazed frames have reached the end of their working life. The replacement windows and doors would be timber framed, double glazed units that closely mirror the style, opening mechanism and colour of the existing frames. This work would therefore have no impact on the character of the building and would help protect its fabric. The windows that would be formed on the southern elevation would be of an appropriate size for the location, would help activate what is currently a windowless gable elevation and would add to the character of the area. The aluminium frames and shuttering are also considered acceptable and would not be detrimental to the architectural merit of the building. Rotunda roof access Access arrangements onto the rotunda roof do not comply with current accessibility standards. The existing ramp would therefore be removed and a new ramp installed, emerging from the centre of the

	rear elevation of the main building at first floor level. A false floor would be formed on the rotunda roof to allow the pitch of the ramp to be reduced while new, taller, railings would protect those using the roof as an outdoor space. Repositioning the ramp so that it sits centrally and the associated alterations to first floor window and door openings would improve the symmetry of the rear elevation and would be more in keeping with how the building would have originally looked. The new ramp and railings would have a negligible impact on the character of the listed building as they would replace existing structures of a similar design while the false floor would not be highly visible. No details have been provided on how the structure or fabric of the listed building at first floor level will be made good following the alterations. To protect the listed building it is therefore considered appropriate to add a condition, should consent be granted, requesting that details of the materials to be used are submitted to, and approved by, the Planning Authority before any work begins. <u>Access ramp, railings and landscaping</u> The access ramp to be installed to the south of the building would allow step free access into the building and would be of a standard size and design. Initially, it was proposed that 4.3 metre high aluminium curtain walling would be installed along the southern site boundary. However, following discussions between planning and the applicant this was reduced to a 2.5 metre high decorative railing so that the rotunda remains visible to those entering the campus from Storie Street. The railing would be of a similar design to those installed on the ramps and rotunda roof, minimising the material palette used on the listed building and protecting its integrity. The areas of hard and soft landscaping to be formed across the application site would complete the development and improve the setting of the building. A condition can be added to ensure the quality is appropriate for the setting of a listed building. <u>Roof, solar panels and stonework</u> The roof would be stripped back and renewed, with the slate that is in the best condition retained and used on the principal elevation. The use of original slate on the main elevation, which is of greatest architectural significance, is welcome and a condition can be added to ensure the slate used on the rear elevation is appropriate for use on a listed building. The solar panels would be installed on the rear roof plane so would not affect the main principal elevation.

	The stonework cleaning and repairs would be carried out in a sensitive, non invasive manner. It would not attempt to make the building look new but would instead address defects such as cracking, decay and areas of water ingress. This work would therefore help improve the general appearance of the building and would help protect its fabric and long term future. Overall, it is therefore considered the proposal complies with **Policy 7** of NPF4, **Policy ENV3** of the LDP, the new development supplementary guidance and Historic Environment Scotland's guidance notes as the development would respectfully alter the building to allow it to meet the needs of the applicant while protecting the integrity of the listed building. The proposal represents the positive management of the building and would help it return to active use. The works would protect the fabric of the building and make it more suitable for modern use while respecting its character and architectural qualities. Historic Environment Scotland has echoed the above assessment by offering no objection to the proposal. Listed building consent should therefore be granted subject to conditions.
RECOMMENDATION	Grant, subject to conditions

Reason for Decision

1. 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/Reasons

1. Prior to the commencement of development hereby approved, full details of the finishing materials to be used for the extension shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

   Reason: To safeguard the special interest of the building.

2. Prior to the commencement of development hereby approved, full details of the design of and finish to the aluminium framed windows and their shutters as well as all ramps, railings and the false floor on the rotunda roof shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

   Reason: To safeguard the special interest of the building.

3. Prior to the alteration of openings at first floor level necessary for the removal of the existing ramp and installation of the new ramp approved, details of the materials that will be used to repair the fabric of the property in this location shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

Reason: To safeguard the special interest of the building.

4. Prior to the commencement of development hereby approved, full details of any new slate to be used shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved slate shall be used.

   Reason: To safeguard the special interest of the building.

5. For the avoidance of doubt, any slate vents shall be installed on the rear elevation only.

   Reason: To safeguard the special interest of the building.

6. Prior to the commencement of development hereby approved, a scheme of landscaping shall be submitted for the written approval of the Planning Authority. The scheme shall include (a) details of any earth moulding; (b) full details of the finish to any areas of hard landscaping; (c) a scheme of tree and shrub planting, incorporating details of the number, species, size and spacing of trees and shrubs to be planted; and (d) details of the phasing of all works.

   The approved landscaping scheme shall thereafter be implemented in accordance with the phasing plan.

   Reason: 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 McCafferty on 0141 487 1366

Planning Application: Report of Handling

Reference No. 23/0505/PP

Renfrewshire Council

KEY INFORMATION

Ward: 4 – Paisley Northwest

Applicant: The University of the West of Scotland

Registered: 22/09/2023

RECOMMENDATION
Grant, subject to conditions

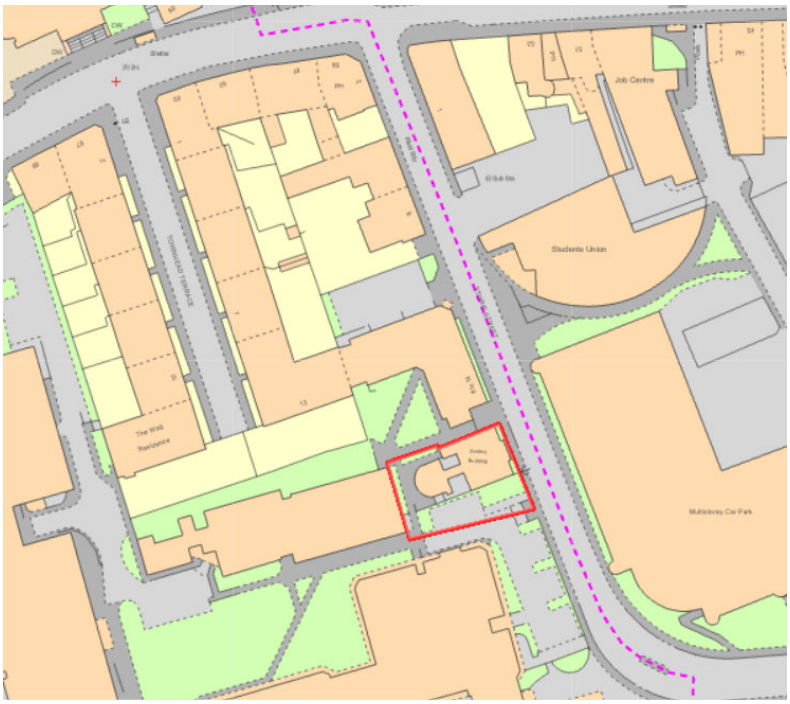
Alasdair Morrison
Head of Economy & Development

Report by Head of Economy & Development

PROSPECTIVE PROPOSAL: Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; and landscaping works

LOCATION: University of the West of Scotland, Storie Street, Paisley, PA1 2BX

APPLICATION FOR: Full Planning Permission



IDENTIFIED KEY ISSUES

- The building is B listed and is located within both Paisley Town Centre and its Conservation Area.
- No representations were received.
- The proposal accords with the relevant provisions of both National Planning Framework 4 and the Renfrewshire Local Development Plan.

REPORT OF HANDLING FOR APPLICATION 23/0505/PP

SITE ADDRESS	University of the West of Scotland, Storie Street, Paisley, PA1 2BX
PROPOSAL	Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; and landscaping works
RECOMMENDATION	Grant, subject to conditions

PROPOSALS	This application seeks planning permission for the extension of, and alterations to, a detached building on Storie Street, Paisley. The vacant building, which is located within the University of the West of Scotland campus, fronts a road to the east and is bound by a mixture of commercial and residential properties. The building is B listed and sits within both Paisley Town Centre and its Conservation Area. The two storey sandstone property has a dual pitched slate roof and timber framed windows. A single storey red brick rotunda projects from the rear. Several structures that sit between the main two storey building and the rotunda would be removed and a small, flat roofed extension would be constructed. Aluminium cladding would be installed along part of the northern elevation of the rotunda. Replacement windows and doors would be installed across the property while two new window openings (with decorative aluminium shutters) would be formed on the southern elevation of the main building. The ramp that provides access to the rotunda roof from the first floor of the main building would be removed and a new ramp, false floor and railings would be installed on the rotunda roof to create useable outdoor space. In association with the installation of the new ramp, two first floor window openings on the rear elevation of the main building would be converted to a door and an existing door opening would be infilled to create a window. Several sections of stonework would be either cleaned or repaired while the slate roof would be renewed and solar panels would be installed on the rear roof plane. An access ramp would be installed to the south of the property and decorative railings would be installed along the southern site boundary. A tree would be felled to accommodate the access ramp. Finally, areas of both hard and soft landscaping would be formed

	across the application site. In light of the minimal removal of some of the existing building, and in line with the Scheme of Delegation the application is being referred to Board for consideration and determination.
SITE HISTORY	Application No: 23/0504/LB Description: Installation of replacement windows and doors, solar panels, two ramps, railings, cladding and a false floor. Erection of extension; formation of window and door openings; renewal of roof; stonework repairs; internal alterations and landscaping works Decision: This application is also being presented to Board today for determination.
CONSULTATIONS	**Communities & Housing Services (Environmental Protection Team)** – has no comments to make on the proposals.
REPRESENTATIONS	None received.
DEVELOPMENT PLAN POLICIES	**Policy and Material Considerations** Legislation requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the proposal must be assessed against the following: <u>National Planning Framework 4</u> Policy 1 - Tackling the climate and nature crises Policy 2 - Climate mitigation and adaptation Policy 7 - Historic assets and places Policy 9 - Brownfield, vacant and derelict land and empty buildings Policy 11 - Energy Policy 27 - City, town, local and commercial centres <u>Renfrewshire Local Development Plan</u> Policy C1 - Renfrewshire's Network of Centres Policy ENV3 - Built and Cultural Heritage Policy I4 - Renewable and Low Carbon Energy Developments <u>New Development Supplementary Guidance</u> Delivering the Centres Strategy Delivering the Environment Strategy <u>Material Considerations</u> A Guide to Development in Conservation Areas 2022 Historic Environment Scotland: Managing Change in the Historic Environment Guidance
PLANNING ASSESSMENT	The main issues that must be assessed in this report are the impact the development would have on Paisley Town Centre and on the Conservation Area. The impact on the building's listed building status will be assessed in the associated listed building consent application (23/0504/LB) which is also being presented to Board today.

	In respect of the impact on the Town Centre, **Policy 27** of NPF4 and **Policy C1** of the LDP both support development that will strengthen and enhance Town Centres as long as the proposal is compatible with surrounding land uses. The New Development Supplementary Guidance recognises Paisley Town Centre's role as a learning hub. The application site sits within the University of the West of Scotland campus, with numerous educational buildings found nearby. The proposal would improve access to, as well as the layout and fabric of, this vacant building, allowing it to be brought back into use for educational related purposes. The proposal therefore complies with **Policy 27** of NPF4 and **Policy C1** of the LDP. Furthermore, as the proposal would result in the reuse of a vacant listed building it is also considered to comply with **Policy 7** and **Policy 9** of NPF4 in this regard. In respect of the impact on the Conservation Area, **Policy 7** of NPF4 and **Policy ENV3** of the LDP both support the safeguarding of Conservation Areas. Furthermore, Renfrewshire's New Development Supplementary Guidance, as well as Historic Environment Scotland's guidance notes, require proposals to preserve the character of the Conservation Area. The following matters therefore require further consideration, <u>Extension and cladding</u> The construction of the extension would require the removal of several small structures that sit between the main building and the rotunda. These are poor quality, piecemeal additions that contribute little to the Conservation Area. The removal of these structures is therefore considered acceptable. The extension has been designed to fill the gap between the rear of the main building and rotunda without dominating the space. The extension would not be highly visible from the street and raises no overlooking or overshadowing concerns. The extension would be finished in aluminium cladding, in contrast with the sandstone main building and red brick rotunda. Such a finish is acceptable as it would allow the extension to be identified as a later addition and would link the structure to the more modern buildings found elsewhere on campus. The aluminium cladding used on the extension would continue along part of the northern side elevation of the rotunda. This is acceptable as this elevation is not highly visible from elsewhere within the Conservation Area and the original red brick finish has already been removed in this location. <u>Replacement windows and new window openings</u> While guidance from Historic Environment Scotland encourages the

	retention and repair of existing windows and doors, it also acknowledges that in some circumstances it is necessary to replace them. In this instance, the existing single glazed frames have reached the end of their working life. The replacement windows and door would be timber framed, double glazed units that closely mirror the style, opening mechanism and colour of the existing frames. This work would therefore have minimal impact on the character of the Conservation Area. Replacing single glazed windows with double glazed windows would also comply with **Policy 1** and **Policy 2** of NPF4 in that their installation would improve the energy efficiency of the building. The windows that would be formed on the southern elevation would be of an appropriate size for the location, would help activate what is currently a windowless gable elevation and would add to the character of the area. The aluminium frames and shuttering are also considered acceptable and would not be detrimental to the character of the Conservation Area. <u>Rotunda roof access</u> Access arrangements onto the rotunda roof do not comply with current accessibility standards. The existing ramp would therefore be removed and a new ramp installed, emerging from the centre of the rear elevation of the main building at first floor level. A false floor would be formed on the rotunda roof to allow the pitch of the ramp to be reduced while new, taller, railings would be installed to protect those using the roof as an outdoor space. Repositioning the ramp so that it sits centrally and the associated alterations to first floor window and door openings would improve the symmetry of the rear elevation and would be more in keeping with how the building would have originally looked. The new ramp and railings would have a negligible impact on the quality of the Conservation Area as they would replace existing structures of a similar design while the false floor would not be highly visible. No details have been provided on how the external appearance of the building will be made good following the alterations to the window and door openings. To protect the Conservation Area it is therefore considered appropriate to add a condition, should consent be granted, requesting that details of the materials to be used are submitted to, and approved by, the Planning Authority before any work begins. <u>Access ramp, railings and landscaping</u> The access ramp to be installed to the south of the building would allow step free access into the building and would be of a standard size and design.

	Initially, it was proposed that 4.3 metre high aluminium curtain walling would be installed along the southern site boundary. However, following discussions between planning and the applicant this was reduced to a 2.5 metre high decorative railing so that the rotunda remains visible to those entering the campus from Storie Street. The railing would be of a similar design to those installed on the ramps and rotunda roof, minimising the material palette used for the development and therefore its impact on the Conservation Area. The areas of hard and soft landscaping to be formed across the application site would complete the development and improve the setting of the building. The landscaping works and railings would also help create a more welcoming environment at the Storie Street campus entrance. A condition can be added to ensure the quality of the landscaping is appropriate for a Conservation Area. <u>Roof, solar panels and stonework</u> The roof would be stripped back and renewed, with the slate that is in the best condition retained and used on the principal elevation. The use of the original slate on the main elevation, which is of greatest architectural significance, is welcome and a condition can be added to ensure the slate used on the rear elevation is appropriate for the location. The solar panels would be installed on the rear roof plane so they would not affect the principal elevation and would not be highly visible from the Conservation Area. As the panels would generate renewable energy for the property this element of the proposal would also comply with **Policy I4** of the LDP as well as **Policy 1**, **Policy 2** and **Policy 11** of NPF4. The stonework cleaning and repairs would be carried out in a sensitive, non invasive manner. It would not attempt to make the building look new but would instead address defects such as cracking, decay and areas of water ingress. This work would therefore improve the quality of the building and the contribution it makes to the Conservation Area. Overall, it is therefore considered the proposal complies with **Policy 7** of NPF4, **Policy ENV3** of the LDP and the associated supplementary guidance as the development would respectfully alter the building to allow it to meet the needs of the applicant while protecting the contribution it makes to the wider Conservation Area. In view of the above, it is considered that the proposal would accord with the relevant provisions of the Development Plan. There are no other material considerations. Planning permission should therefore be granted subject to conditions.
RECOMMENDATION	Grant, subject to conditions

Reason for Decision

1. 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/Reasons

1. Prior to the commencement of development hereby approved, full details of the finishing materials to be used for the extension shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

   Reason: To safeguard the character of the Conservation Area.

2. Prior to the commencement of development hereby approved, full details of the design of and finish to the aluminium framed windows and their shutters as well as all ramps, railings and the false floor on the rotunda roof shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

   Reason: To safeguard the character of the Conservation Area.

3. Prior to the alteration of openings at first floor level necessary for the removal of the existing ramp and installation of the new ramp approved, details of the materials that will be used to repair the external appearance of the property in this location shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved materials shall be used.

   Reason: To safeguard the character of the Conservation Area.

4. Prior to the commencement of development hereby approved, full details of any new slate to be used shall be submitted to, and approved by, the Planning Authority. Thereafter only the approved slate shall be used.

   Reason: To safeguard the character of the Conservation Area.

5. For the avoidance of doubt, any slate vents shall be installed on the rear elevation only.

   Reason: To safeguard the character of the Conservation Area.

6. Prior to the commencement of development hereby approved, a scheme of landscaping shall be submitted for the written approval of the Planning Authority. The scheme shall include (a) details of any earth moulding; (b) full details of the finish to any areas of hard landscaping; (c) a scheme of tree and shrub planting, incorporating details of the number, species, size and spacing of trees and shrubs to be planted; and (d) details of the phasing of all works.

   The approved landscaping scheme shall thereafter be implemented in accordance with the phasing plan.

   Reason: 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 McCafferty on 0141 487 1366