

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

Date	Time	Venue
Tuesday, 14 June 2022	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

MARK CONAGHAN  
Head of Corporate Governance

### Membership

Councillor Jennifer Adam: Councillor Carolann Davidson: Councillor Andy Doig:  
Councillor Chris Gilmour: Councillor Neill Graham: Councillor Anne Hannigan:  
Councillor John Hood: Councillor Kenny MacLaren: Councillor Jamie McGuire:  
Councillor Marie McGurk: Councillor John McNaughtan: Councillor Iain Nicolson:  
Councillor John Shaw:

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

### 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>

### 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.

### 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.

## **Climate Change**

### **Apologies**

Apologies from members.

### **Declarations of Interest**

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

- |          |   |                |
|----------|---|----------------|
| <b>1</b> | <b>Climate Emergency Work Programme - Progress Update</b> | <b>1 - 16</b>  |
|          | Report by Head of Commissioning & Policy.                 |                |
| <b>2</b> | <b>Community Climate Fund - Update</b>                    | <b>17 - 26</b> |
|          | Report of Head of Policy & Commissioning.                 |                |

## **Development Management & Planning**

- |          |   |                |
|----------|---|----------------|
| <b>3</b> | <b>Permitted Development Rights</b>   | <b>27 - 30</b> |
|          | Report by Chief Executive.  |                |
| <b>4</b> | <b>Renfrewshire Vacant and Derelict Land Strategy 2022</b>                                | <b>31 - 34</b> |
|          | Report by Chief Executive.  |                |
| <b>5</b> | <b>Supplementary Guidance (2022) and Post Adoption Strategic Environmental Assessment</b> | <b>35 - 54</b> |
|          | Report by Chief Executive.  |                |
| <b>6</b> | <b>A Guide to Development in Conservation Areas 2022</b>                                  | <b>55 - 58</b> |
|          | Report by Chief Executive.  |                |
| <b>7</b> | <b>Updated Planning Enforcement Charter 2022</b>  | <b>59 - 62</b> |
|          | Report by Chief Executive.  |                |
| <b>8</b> | <b>Developer Contributions</b>  | <b>63 - 68</b> |
|          | Report by Chief Executive.  |                |

<b>9</b>	<b>Lochwinnoch – Station Rise Developer Contribution</b>	<b>69 - 74</b>
	Report by Chief Executive.	
<b>10</b>	<b>Site Development Briefs - West of Barochan Road, Houston &amp; Inchinnan Road, Renfrew</b>	<b>75 - 82</b>
	Report by Chief Executive.	
<b>11</b>	<b>Tree Preservation Order Requests</b>	<b>83 - 90</b>
	Report by Chief Executive.	

## **Planning Applications**

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

<b>12</b>	<b>Planning Applications</b>	<b>91 - 92</b>
	Reports by Chief Executive.	
<b>12(a)</b>	<b>21/1030/PP: Erection of 49 dwellings with associated roads, car parking and landscaping Site between Fordbank Stables and Corseford Avenue, Johnstone</b>	<b>93 - 112</b>
	Report by Chief Executive.	
<b>12(b)</b>	<b>21/0516/PP: Erection of residential development comprising 17 dwellinghouses and 8 flats with associated infrastructure, parking and landscaping; and erection of relocated greenkeeping facility with associated storage at land East of Newton Cottage at Elderslie Golf Club, Newton Avenue, Elderslie, Johnstone</b>	<b>113 - 142</b>
	Report by Chief Executive.	
<b>12(c)</b>	<b>22/0057/PP: Erection of drive-through dessert parlour (Class 1) with associated access and parking at Unit E,1 Glenburn Road, Paisley, PA2 8TA</b>	<b>143 - 148</b>
	Report by Chief Executive.	





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

**On: 14 June 2022**

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**Report by: Head of Policy and Commissioning**

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**Heading: Climate Emergency Work Programme - Progress Update**

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## **1. Summary**

- 1.1 This paper provides a summary of the work undertaken to date by Renfrewshire Council in response to the climate emergency - outlining the work of the former Climate Change Sub Committee, established in 2020 following recommendations by the Climate Emergency Working Group and the approval of a work programme by Council in February 2020.
- 1.2 The paper also highlights the development of Renfrewshire's Plan for Net Zero, the recently commissioned work on Renfrewshire's baseline emissions and trajectory and the plans over the coming months to engage with officers, members and partners around the draft plan with a view to bringing this to Board after the summer recess.

## **2. Recommendations**

- 2.1 It is recommended that members of the Planning and Climate Change Policy Board:
- Note the progress achieved in relation to the current work programme;
  - Agree the remainder of funding allocated to take forward the Ren ZEB project be utilised to explore District Heating Options for Housing Regeneration Areas as outlined in paragraphs 4.3 and 4.4; and
  - Note the priority areas for continuing to progress the Council's response to the climate emergency as set out at section 6

### **3. Background**

- 3.1 Renfrewshire Council declared a climate emergency in 2019, committing to net zero carbon emissions by 2030 for the whole area of Renfrewshire. This means reducing carbon emissions as far as possible and then offsetting any remainder. This target is significantly ahead of both the Scottish and the UK Government's own target dates of 2045 and 2050 respectively.
- 3.2 Following the declaration, work has been undertaken to develop a programme to drive the collective strategic response to the climate emergency in Renfrewshire. The focus has been to develop a plan which sets out how the Council will work with partners, communities and stakeholders to achieve the net zero carbon emissions target.
- 3.3 Alongside the strategic response, more operational work programmes such as the Council's waste services, asset management, active travel etc continue to support the organisation's own journey to net zero. Detailed information about the Council's emissions is submitted annually to the Scottish Government through the Public Bodies Climate Change Duties Report.

### **4. Progress update**

- 4.1 £1m was allocated in the 2020/21 budget for the Climate Change Action Fund to progress the response to the climate emergency. This fund was intended to support projects that demonstrate innovation to reduce and offset emissions; assist with changing behaviours and supporting engagement with communities; and accelerating existing programmes of work. The fund was also intended to focus on projects which could act as 'tests of change' within services, to help position the Council favourably to take advantage of future external funding.
- 4.2 At the last meeting of the Climate Change Sub Committee in February 2022, an update report was presented on the Fund, recommending funding to two further projects which brought the total spend to £978k. Details of all the projects funded is included at appendix 1. Please note that one of the projects awarded funding is the Community Climate Fund and an update report on this is also being presented to this Board.
- 4.3 Climate Change Action funding of £75,000 was also awarded for the RenZEB Innovation Project by the University of Strathclyde and John Gilbert Architects, as part of the Council's Housing Regeneration and Renewal programme. This was to evolve a theoretically net zero carbon standard newbuild housing specification for future Council developments. This work has now been completed and the results will be presented to a future meeting of the

Planning and Climate Change Policy Board. The cost of this element of the project was around £50,000 and it is now proposed to divert the remaining £25,000 to support a feasibility study exploring the implementation of a District Heating System in one of the eight Housing Regeneration Areas. The system would primarily provide affordable heating for tenants and other residents but could also provide a heat source for other Council, public and business facilities within that area, while helping to meet the Council's wider climate change priorities.

- 4.4 Elected Members have previously expressed a desire to explore District Heating within Council housing as a measure to support the Council's climate targets. Housing Regeneration Areas such as the Howwood Road Area in Johnstone offer an excellent opportunity to explore the installation of a District Heating System as there is sufficient land and scale of housing numbers alongside large scale energy users such as schools, leisure facilities and small businesses. This exploratory work would augment the research already carried out and would allow an informed choice to be made on appropriate heating and hot water supply systems by comparing capital and operational costs, maintenance and carbon omissions. This work would also seek to build on any learning from the district heating initiative which is being implemented as part of the AMIDS and NMIS developments which is sector leading.
- 4.5 Another project funded by the Climate Change Action Fund, the Net Zero Business Grant was launched in May 2022. This £100,000 discretionary fund offers local Small and Medium Enterprises (SMEs) in Renfrewshire funding of up to £10,000 to cover up to 50% of eligible costs to allow them to make changes to their business premises and operations to reduce their carbon footprint. To be considered for the grant, applicants are required to submit details benchmarking their existing emissions along with other relevant details. SMEs who have expressed an interest have been contacted and the fund is published on FindBusinessSupport.gov in addition to the Council website.
- 4.6 A key element of a just transition to net zero is community engagement and collaborative working to build resilient communities and ensure no one is left behind. In order to ensure Renfrewshire's Plan for Net Zero is accessible, relevant and meaningful for citizens, the previous Climate Change Sub-Committee agreed for a small-scale, informal 'citizen's panel' to be developed, recruited through the climate survey carried out in September 2021.
- 4.7 Renfrewshire Climate Panel has been established, and four cycles of sessions have successfully taken place. Subjects covered have included the background to the global climate emergency and explaining why Renfrewshire declared a climate emergency and what this means; exploring in more details

the findings from the climate survey; and single focus sessions on waste and recycling and active travel.

- 4.8 Officers have also met with Engage Renfrewshire and Council colleagues leading on Renfrewshire's Social Renewal Plan to discuss further engagement with particular groups on areas of overlap such as climate justice, food and fuel insecurity.
- 4.9 Officers have established Renfrewshire's Net Zero Network – an informal group of community planning partners and representatives from the business community to offer peer support around climate issues and identify shared areas of focus and potential opportunities for partnership working. In addition, in partnership with the Improvement Service, officers have been trained to carry out carbon literacy training – training which helps to show the carbon dioxide costs and impacts of the everyday activities how and why to reduce this - and have already begun to roll this out.

## **5. Plan for Net Zero**

- 5.1 A key deliverable of the climate emergency work programme is the development of a 'Plan for Net Zero' – a high level plan focusing on mitigation activities and interventions to help reduce the carbon emissions for Renfrewshire as an area as low as possible by 2030.
- 5.2 The engagement and partnership activities outlined above form part of the foundations of this plan, alongside a significant piece of work commissioned earlier this year on Renfrewshire's carbon emissions baseline and trajectory to allow us to understand our own organisational and area-wide footprints and allow us to identify the interventions required to meet our 2030 target. Technical expertise was provided by the climate consultancy Aether who have compiled a draft report which is currently being analysed by officers in advance of a further draft and access to a data modelling tool as a first phase of this work.
- 5.3 Whilst this work has been underway, the Plan for Net Zero is being drafted, based around the following proposed themes:



Clean Energy	Minimise energy demand, maximise energy efficiency and transform our energy systems to deliver clean, affordable energy for all
Sustainable Transport	Maximise sustainable transport opportunities to deliver an inclusive, affordable transport system that provides choice for all
Circular Economy	Become a zero-waste society with a circular economy: minimising waste & maximising reuse, recycling & recovery of resources rather than treating them as waste
Connected Communities	Empower our communities by ensuring a just transition with social justice at its core
Resilient Place	Optimise biodiversity and nature locally to enhance our natural environment and maximise green economic opportunities, while planning and preparing for impacts of climate change

- 5.4 To coincide with the engagement around Renfrewshire's Plan for Net Zero, a 'Ren Zero' brand has been developed by the Council's Communications and Marketing Team. Alongside the 'Ren Zero' tagline, bright and eye-catching designs have been created, available for use in presentations, social media releases and on documents, reports and guidance. It is intended these can be shared with partners and communities as they are not specifically Council branded. By developing an overarching, recognisable climate 'brand' it is hoped to make the climate emergency agenda more accessible for all, to show the reach of the issues relating to climate and more clearly identify the diverse range of activities and actions already undertaken. Examples of the branding are shown at appendix 2.

## 6. Key priority areas

- 6.1 Looking ahead to the next quarter, the significant focus will be on the finalisation of the draft Plan for Net Zero, with consultation on the draft alongside the findings of the baseline and trajectory report to take place over the summer. As part of the consultation, it is proposed to hold a special round of meetings with Renfrewshire Climate Panel and intended to also engage with underrepresented groups and with children and young people on the content of the draft report.
- 6.2 As previously requested by Elected Members, as part of our Plan for Net Zero we will also develop an update report specifically aimed for children and

young people, given the importance of this agenda for them and to ensure inclusivity of our approach.

- 6.3 As previously reported to the Climate Emergency Sub-Committee, the work to distribute the Business Survey had been paused but the survey question set has already been developed by officers and the work scoped and agreed by the Council's consultant partner to carry out the survey. The distribution, due to take place in Spring, has been delayed due to the focus on distribution of the Public Services Panel and it is anticipated the survey will now be launched in late June, with the findings therefore available to inform phase 2, the action planning element of Renfrewshire's Plan for Net Zero.
- 6.4 As considered within a separate report to this Policy Board, recommendations have been made on the allocation of Community Climate Funding and it will also be a priority action to award and support the roll out of this funding.

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### Implications of the Report

1. **Financial** – paragraphs 4.3 and 4.4 outline a recommendation to utilise part of the funding which has already been approved to support the Ren ZEB housing initiative. Specifically, it is proposed that £25,000 of the £75,000 funding previously awarded be utilised to support the additional feasibility study proposed.
2. **HR & Organisational Development** – none
3. **Community/Council Planning** – this report includes updates and further proposals to support engagement and collaboration with local businesses, partners and communities on the climate emergency agenda.
4. **Legal** - none
5. **Property/Assets** - none
6. **Information Technology** - none
7. **Equality and Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health and Safety** - none
9. **Procurement** – the paper includes an appendix detailing funding agreed for Council climate projects, including £40,000 for a Sustainable Procurement Programme
10. **Risk** – none
11. **Privacy Impact** – none

12. **COSLA Policy Position** – none
  13. **Climate Risk** – this report outlines work being undertaken by the Council to respond to the climate emergency.
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**List of Background Papers:**

Climate Emergency Work Programme – Progress Update 9 Feb 2022, Climate Change Sub Committee

**Author:** Pauline Moss, Strategy, Policy and Insight Manager  
Chief Executive's Service

## Appendix 1 – Projects supported by the Climate Change Action Fund

Name/Description	Funding Allocated	Summary
Housing led Regeneration and Renewal Programme – Zero Energy Buildings (RenZEB)	£75,000	Renfrewshire Council will develop a collaborative and an innovative partnership with a research organisation to design and deliver a social housing new build development within the context of the Council approved Regeneration and Renewal Programme.
Enhancement of Electric Vehicle Programme	£258,000	<p>As the organisation moves through its vehicle replacement programme, all opportunities and external funding sources are being utilised to develop the electric fleet. In the next phase of its approach, Environment and Infrastructure are seeking to introduce electric to different categories of the fleet, i.e. light commercials. It is proposed that several panel vans or transit sized vehicles will be purchased which will allow the service to consider options for introducing these across the rest of the fleet, with the opportunity to unlock further external funding and to inform the future vehicle replacement programme at potentially a faster pace.</p> <p>This is the single largest vehicle category within Renfrewshire Council's fleet and if electrified would significantly reduce our carbon emissions while delivering frontline services.</p>
Feasibility Study - Photovoltaic Project	£30,000	The Energy Management Unit (EMU) has identified an opportunity to deliver largescale renewable electricity from Photovoltaic Panels (PV). The proposed site is Moss Road in Linwood, this was previously used as a land fill site, with a feasibility study to be undertaken.
Climate Change Response – Programme Governance	£125,000	Given the scale of the response to the climate change by Renfrewshire Council and the need to move this forward at pace, a climate change officer post will be recruited on 2 year fixed term basis, with the initial focus of the role being to support the drafting of the climate change adaptation plan, the climate change sub-committee and to take forward proposed partnership and citizen engagement forums on climate change issues which have been identified by the Climate Change Sub-Committee as key priorities.

Community Food Growing Proposal	£50,000	<p>It is proposed that a large-scale community food growing initiative within the Johnstone area is supported.</p> <p>As well as bringing land back into purposeful use, the main aim of the project would be to maximise the availability of locally available and fresh food to people experiencing financial insecurity and/or health and wellbeing issues. It is anticipated that this project will be progressed in partnership with local community groups and organisations, with clear links being established to community justice services, community projects and organisations and local school and care services to maximise community involvement and benefit.</p>
Renfrewshire Active Travel Network - Feasibility	£75,000	<p>Investment in Renfrewshire's Active Travel Network is a priority of the approved Economic Recovery Plan (Dec 2020). From an economic perspective there are gaps in the strategic network and to and from that strategic network, that would better connect communities to places of work and study, town centres, and other economic destinations. Developing the network and its local connections would be a significant driver in offering attractive alternatives to the use of private cars, particularly for short journeys and make progress towards delivering 20-minute neighbourhood living across Renfrewshire.</p> <p>Benefits</p> <ul style="list-style-type: none"> <li>- reducing carbon emissions from travel</li> <li>- healthier lifestyles</li> <li>- more sustainable local economies and services</li> </ul>
Town Centres Climate Resilience Programme	£75,000	<p>A certain degree of climate impact is built into established climate agreements meaning that some level of climate warming is expected, leading to greater variability in climate including heat events and wetter periods of the year. Streets and public spaces in town and local centres will have a role to play in providing shelter and would benefit economically by offering good environments for people. Work is required to develop a local response to these issues aimed at delivering programmes of beneficial interventions in centres with property owners, residents and users.</p> <p>Benefits</p>

		<ul style="list-style-type: none"> <li>- more climate resilient communities</li> <li>- supporting local centres from further economic impact</li> <li>- providing enhanced and local places as attractive alternatives to those further afield (e.g. climate controlled indoor centres) - and therefore reducing the need to travel</li> </ul>
Peatland Restoration	£10,000	<p>The degradation and erosion of upland and blanket peat bogs is contributing to the loss of carbon sinks. There are significant peatland resources in the ownership of the council albeit under tenancy to farmers on Glennifer Braes and Muirshiel, and there are lowland peat bogs within the extended site at Bishopton. The feasibility of a programme of peat moss restoration, as part of the NatureScot (NS) programme - Peatland ACTION, should be tested to inform further discussions with owners, tenants and conservation experts. Benefits - carbon storage - enhanced biodiversity - enhance water/flood retention in upland catchment areas</p> <p>£10,000 is required to support an initial feasibility study, so as to be well positioned to bid for external funding from a national programme, Peatland ACTION, which has £250m to invest over the next 10 years.</p>
Plan for Net Zero – baseline emissions	£50,000	Technical expertise is needed to support the development of an evidence base in Renfrewshire in relation to carbon emissions, and the actions required to achieve the net zero target set by Council in 2019.
Business Survey & Climate Change Panel Survey	£20,000	Two immediate priorities are to carry out a climate emergency survey of Renfrewshire's businesses and to survey and then recruit a representative sample of Renfrewshire's population to participate in a Climate Panel. Both activities require to happen at pace in order to influence the content of Renfrewshire's net zero plan and it is proposed that using a research partner, similar to the approach used for the Council's Public Services Panel, will allow the administrative element of this work to be completed in a robust and independent manner
Net Zero Business Grant Support	£100,000	This proposal aims to encourage local businesses to embrace net zero ambitions and to support Renfrewshire's goal of net zero emissions by 2030.

		<p>With one in three small businesses worried about rising energy prices, including more than half of SMEs in hospitality and leisure, this proposal ensures business get the support they need to cut emissions and their bills at the same time.</p> <p>50% grant support (up to £10k per grant) will be offered to support local businesses to make changes to business premises and operations. For example, a move to low carbon heating systems, solar powered energy and other measures to reduce emissions.</p> <p>The grants will be delivered through the Economic Development Team in line with other similar business grant funds</p>
Energy Modelling – Bridge of Weir PS	£15,000	<p>Proposal to undertake detailed energy modelling of Bridge of Weir Primary School to facilitate design and development of enhanced and integrated energy efficient 'Enerphit' refurbishment options.</p> <p>Bridge of Weir PS is an archetype of a number of Primary Schools in the portfolio and the modelling exercise/data will inform potential options for other properties across the school estate.</p>
Community Climate Fund	£50,000	<p>The purpose of the Community Climate Fund is to provide awards of up to £3K to community organisations to develop localised, green community projects and initiatives which are tailored to the needs of individual communities. The aim of this funding is to encourage participation and raise awareness of the climate emergency within our communities, with initiatives being designed and delivered by local residents but supported by the Council.</p>
Charity Gift Shop Pilot – promoting the circular economy	£5,000	<p>Proposals are being developed to pilot an initiative in Renfrewshire which would promote local efforts in terms of the circular economy, whilst also offering a potential source of additional support for low-income households.</p>

		<p>The pilot is anticipated to work by gift cards being made available to individuals and families working with local community organisations to purchase clothing and other items.</p> <p>The CSGC organisation would cover all administration costs, liaison with charity shops and partners and promotion of the service. This initiative not only helps families in need, but also fits with climate emergency work as it demonstrates an example of the circular economy. Agreement has been reached with one charity shop in Paisley to take vouchers at present. The pilot would be expected to start in 2022.</p>
Sustainable Procurement Programme	£40,000 max	<p>As previously discussed by the Climate Sub-Committee, the Council potentially contributes in the region of 3-4% of Renfrewshire's carbon emissions, and therefore the leadership role of the organisation is crucial in terms of working with citizens and businesses to reduce wider carbon emissions. An important element of leadership is through the Council's spending arrangements.</p> <p>Scottish public procurement legislation includes in law a Sustainable Procurement Duty which requires that procurement consider how our contracts can improve the social, environmental and economic wellbeing of our own area with a particular focus on reducing inequality. The core principles of the Sustainable Procurement Duty are reflected in our Procurement Strategy and the goals and objectives for the procurement team and there is good practice across the procurement team in this regard.</p> <p>The pace of change across markets and in terms of service requirements in terms of sustainable procurement is exponential, and it is essential that the Procurement function is able to maximise sustainable procurement opportunities to ensure contracting activities support net-zero aspirations throughout the contract lifecycle, using all relevant tools and support available and maximising engagement with supply chains.</p> <p>Our ambition is to ensure that the Council not only keeps abreast of best practice but has an opportunity to engage and consult with our suppliers, our colleagues and the wider public sector to help shape and form future Council policy and innovation. Funding from the Climate Change Action Fund will help to develop initial resource to support:</p>



		<ul style="list-style-type: none"> <li>• The development of a clear framework for training and development to ensure that our processes support embedding sustainable procurement in all of our practice and we actively contribute to the Council's Net Zero goal;</li> <li>• the development of an approach to monitoring and recording climate change and circular economy initiatives throughout the life of contracts;</li> <li>• active engagement with Economic Development to help run events for local businesses about sustainable procurement and to help them become more sustainable and focused on tackling the Climate Emergency;</li> <li>• the development of cross functional roadmaps for major and targeted impact areas setting out key milestone and targets for action and implementation.</li> </ul>
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## Appendix 2 – Examples of the Ren Zero branding


Examples of the primary logo with different icons separating the words – a range of icons are available:



Examples of the stacked wording with some different icons:




Example use of the presentation template:




## Lochwinnoch Community Council

May 2022



### Renfrewshire – progress to date

- Appointment of Climate Emergency Lead Officer
- Ongoing consultation and engagement programme
- Climate Emergency Survey
- Renfrewshire Climate Panel established
- Ren Zero Network established
- Allocated almost all £1m funds to projects and pilots
- Community Climate Fund
- Baseline emissions inventory and emissions trajectory to 2030
- Alongside this, ongoing work by Council as an organisation to reduce our own emissions







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

**On: 14 June 2022**

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**Report by: Head of Policy and Commissioning**

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**Heading: Community Climate Fund – Progress Update**

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## **1. Summary**

- 1.1 On 17<sup>th</sup> November 2021, the Climate Change Sub-Committee recommended for approval the progression of a pilot Community Climate Fund, and the allocation of £50,000 from the Climate Change Action Fund for this purpose.
- 1.2 The purpose of the Community Climate Fund is to provide awards of up to £3K to community organisations to develop localised, green community projects and initiatives which are tailored to the needs of individual communities. The aim of this funding is to encourage participation and raise awareness of the climate emergency within our communities, with initiatives being designed and delivered by local residents but supported by the Council.
- 1.3 Following approval of the guidance at Leadership Board on 1<sup>st</sup> December 2021, the application process was launched with applications accepted between 31<sup>st</sup> January and 14<sup>th</sup> March 2022. In total 26 organisations applied to the Community Climate Fund, totalling £71,332.42 from projects across all Local Partnership Areas.
- 1.4 A formal evaluation was undertaken by Council Officers and an external Officer from Engage Renfrewshire, scoring each application using a matrix against key outcomes in order to rank projects to allocate the funding to those that best met the intended outcomes.
- 1.5 This evaluation identified 18 eligible projects, across all Local Partnership Areas and climate themes, with a total combined funding ask of £49,132.42.

Further information on these projects is attached as Appendix 1 to this report. Applicants who didn't receive an award or who were not eligible for inclusion for this funding route, will be supported to access other sources of funding, through liaison with other council officers and Engage Renfrewshire.

## **2. Recommendations**

- 2.1 It is recommended that members of the Planning and Climate Change Policy Board:
- Approve the allocation of £49,132.42 from the Community Climate Fund to support the initiatives detailed in Appendix 1 of this report.

## **3. Background**

- 3.1 Following the Council's declaration of the climate emergency in 2019, officers have been working very closely with partners to develop a programme of work which will drive the collective response to climate change in Renfrewshire. The core focus of the local programme of work has been to develop a plan which sets out how the Council will work with partners, communities and stakeholders to achieve the net zero carbon emissions target by 2030, which was set by Renfrewshire Council.
- 3.2 A key element of a just transition to net zero will be community engagement and collaborative working to build resilient communities and ensure no one is left behind. There is a significant amount of learning and engagement that needs to take place to support our local communities to make the changes that will be required to achieve the net zero emissions target by 2030.
- 3.3 On 17<sup>th</sup> November 2021, the Climate Change Sub-Committee recommended for approval the progression of a pilot Community Climate Fund, and the allocation of £50,000 from the Climate Change Action Fund for this purpose.
- 3.4 The purpose of the Community Climate Fund is to provide one-off grant funding of up to £3K to community organisations to develop localised, green community projects and initiatives which are tailored to the needs of individual communities. The aim of this funding is to encourage participation and raise awareness of the climate emergency within our communities, with initiatives being designed and delivered by local residents but supported by the Council.
- 3.5 Successful applications had to demonstrate:
- their understanding of local need and how their project or initiative would meet this need

- how their project or initiative aligns with community resilience, adaptation or mitigation in response to the climate emergency and local climate change impacts
- inclusivity, ensuring that services would be easily accessible, particularly targeting those most in need
- partnership working to signpost people to additional support.

#### **4. Community Climate Fund Update**

- 4.1 Following approval to progress the Community Climate Fund at Leadership Board on 1<sup>st</sup> December 2021, the application process was launched with applications accepted between 31<sup>st</sup> January and 14<sup>th</sup> March 2022. In total 26 organisations applied to the Community Climate Fund across all Local Partnership Areas – with applications totalling £71,332.42.
- 4.2 A formal evaluation process was undertaken, with Council Officers and an external Officer from Engage Renfrewshire scoring each application using a scoring matrix with weightings against key outcomes, including carbon reduction; promotion of clean energy, sustainable transport and active travel, circular economy, local food growing, and/or helping nature locally; sustainable skills supported and developed; positive impacts on children and young people and/or vulnerable groups; and assisting loneliness/isolation and social outcomes.
- 4.3 This evaluation identified 18 eligible projects to be recommended for award of funding, with a total combined funding requirement of £49,132.42. These projects are broadly located across all 7 Local Partnership Areas and cover key climate themes, including energy, sustainable transport, circular economy, local food growing and nature-based projects. Details on the 18 recommended projects can be found in Appendix 1.
- 4.4 This funding will support community organisations to develop local projects and initiatives which align with the drive to net zero and help build resilience within communities from the impacts of climate change. There are also opportunities for these exemplar projects to be replicated across other areas within Renfrewshire and for learning to be shared among our communities.
- 4.5 Opportunities for collaborative working have also been identified through the application process, for example, there were a number of growing projects which require similar equipment so there is potential to help them access refurbished tools and encourage tool sharing via a tool library rather than purchasing, which also supports circular economy aims.
- 4.6 In addition, Council officers, in partnership with Engage Renfrewshire, will work with applicants who were ineligible or who didn't receive an award in

order to signpost to alternative sources of funding. Projects who were ineligible or who are not recommended for an award are set out in Appendix 2.

- 4.7 Members of the Planning and Climate Change Policy Board are asked to approve the award recommendations as set out in Appendix 1.
- 4.8 Progress on all projects funded through the Community Climate Fund will be monitored and reported back to the Planning and Climate Change Policy Board.
- 4.9 This funding programme underlines the wide range of significant progress which continues, at pace, to ensure the Council is a climate-responsible organisation, recognising our impact on our environment, our opportunities to do things differently and our ability to work with others to influence meaningful and long-lasting change, while making our communities safer, fairer and healthier places to live, work and spend time in.

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

- 1. **Financial** – the paper includes a recommendation in relation to the Climate Change Action Fund in section 4
- 2. **HR & Organisational Development** – none
- 3. **Community/Council Planning** – this report includes updates and further proposals to support engagement and collaboration with local businesses, partners and communities on the climate emergency agenda.
- 4. **Legal** - none
- 5. **Property/Assets** - none
- 6. **Information Technology** - none
- 7. **Equality and Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
- 8. **Health and Safety** - none
- 9. **Procurement** – none
- 10. **Risk** – none
- 11. **Privacy Impact** – none



12. **COSLA Policy Position** – none
  13. **Climate Risk** – this report outlines work being undertaken by the Council to respond to the climate emergency.
- 

**List of Background Papers:**

Climate Emergency Work Programme: Progress Update, 17 November 2021 Climate Change Sub-Committee

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

## Appendix 1 – Applications recommended for Community Climate Fund support approval

Applications recommended for Community Climate Fund support approval			
ORGANISATION	FUNDING REQUESTED	LOCAL PARTNERSHIP AREA	NAME & PURPOSE OF THE PROJECT
Tannahill Centre	£2,953.00	Paisley North, West and Central	<p><b>Climate Cooking Challenge:</b> to support the local community to reduce their carbon footprint and become more resilient to the impacts of climate change whilst also helping to address issues relating to food and energy poverty by supporting local families:</p> <ul style="list-style-type: none"> <li>○ reduce food waste by sharing techniques and skills in relation to making the most of raw food products, leftovers and surplus food that can be accessed via the Community Market</li> <li>○ reduce energy consumption through more efficient preparation of food (e.g. through batch cooking)</li> <li>○ produce non-electric slow cookers using recycled household materials</li> </ul>
Lochwinnoch Sustainable Community Garden	£1,000.00	The Villages	<p><b>Rewilding Lochwinnoch:</b> to improve biodiversity in the local area while creating an opportunity for community participation and outdoor education. Wildflower seeds and sowing kits will be distributed directly to community members and also through partnerships with other organisations. This will improve biodiversity and create natural habitat for bees and other pollinators and help to rewild our roadsides and pathways as well as people's own gardens. This will be an interactive project, accessible for all, and will be an activity that will contribute to community wellbeing at a time when many are struggling with isolation.</p>
24 <sup>th</sup> Paisley Boys Brigade	£3,000.00	Paisley North, West and Central	<p><b>24<sup>th</sup> Paisley BB Climate Challenge 2022:</b> to reduce carbon footprint by reducing energy consumption through improved energy efficiency measures; learning to grow food for people and wildlife through turning over church lawns to wildflower meadow and edible garden to benefit nature, biodiversity and teach about local food growing.</p>
Kirklandneuk Primary School Parent Council	£3,000.00	Renfrew	<p><b>'Mon the Weans, 'Mon the Bees, 'Mon the Community!:</b> to provide an outdoor space that allows pupils to express their feelings, learn, role play and channel their creative skills and provide the school and local community the opportunity to be involved in food growing and preparation (including food hygiene training) and opportunities to learn about creating a biodiversity area within the school grounds.</p>
Own Yer Bike	£3,000.00	Paisley North, West and Central	<p><b>Own Yer Bike - Volunteer Training/Parts for Repairs:</b> to train 5 x volunteers to silver level velotech cycle mechanics course, leading to more qualified mechanics to teach local young people how to maintain and fix their bikes. This gives volunteers a recognised qualification, enabling them to go on and become cycle mechanics which will also improve their own chances of employment. The funding will also enable cycle parts for repairs to be purchased.</p>

ORGANISATION	FUNDING REQUESTED	LOCAL PARTNERSHIP AREA	NAME & PURPOSE OF THE PROJECT
Friends of Howwood Park	£2,840.60	The Villages	<b>Howwood Park Pavilion Renovation - Insulation and Low Energy Electrical Fittings:</b> to renovate a derelict football pavilion in an environmentally friendly manner, to minimise energy demand and maximise energy efficiency to make the building as environmentally friendly as possible and ensure CO <sub>2</sub> emissions are minimal when the building is back in use.
Langbank Parent Partnership	£3,000.00	Paisley North, West and Central	<b>LPS Community Garden - All the flowers of tomorrow are the seeds of today:</b> to establish the garden as an extension to the outdoor classroom, where staff and pupils will learn about the environment, conservation, gardening, science and experience the natural world.  Transforming a piece of land to be productive and a place to meet, will bring people together, young and old, with a common interest where they will harvest friendships and deep bonds, encouraging intergenerational relationships. Pupils will grow fruit, vegetables and herbs. They will harvest the produce and share what they don't use with the community.
The Good Shepherd Centre (GSC)	£2,855.00	Erskine, Inchinnan, Bishopton and Langbank	<b>GSC Community Garden:</b> Improved lifestyle choices, increased awareness of the importance of continued reduction of carbon footprint and associated physical, mental health and wellbeing benefits of the outdoors underpins our planned project.  The project will develop a 'fork to fork' approach utilising GSC's garden contributes to GSC Young People's Climate Change Agenda. Working in partnership with Duke of Edinburgh Award, GSC School & Wellbeing Teams will add value by contributing horticultural skills and curriculum development to support young people's ambitions to drive to net zero.
Local Energy Action Plan	£3,000	The Villages	<b>Diggin' It Together:</b> a food growing initiative supporting people in our area to grow their own food from their own homes, and in community spaces which will: <ul style="list-style-type: none"> <li>○ reduce carbon emissions by reducing food miles, packaging and industrial processes around food production</li> <li>○ promoting mindfulness of the issues around food production and food waste which is contributing to our climate crisis</li> <li>○ tackling food insecurity by empowering people with knowledge and skills to grow food themselves, by sustainable methods</li> <li>○ contribute to a sense of wellbeing and getting people outdoors</li> <li>○ create opportunities for people to come together at community events and connect, as part of a neighbourly gardening club, reducing social isolation</li> </ul>

ORGANISATION	FUNDING REQUESTED	LOCAL PARTNERSHIP AREA	NAME & PURPOSE OF THE PROJECT
Renfrewshire Rainbow Buddies	£2,220.00	Johnstone and Linwood	<b>Renfrewshire Rainbow Buddies Little and Large Explorers:</b> to do up Johnstone Castle Community Centre garden along with exploring our local forestry area, working with local classes to provide wooden items for us to decorate, make the garden a nice place to be within and also provide appropriate equipment to explore our local areas by active travel. The community garden will enable everyone to learn new skills including planting, making flower beds, road safety and food hygiene.
Ferguslie Cricket Club	£2,000.00	Gleniffer	<b>Climate Change Projects:</b> to help sustainability and climate change through two key areas: 1. installation of LED lighting throughout our premises which will help reduce energy consumption and make the building more energy efficient 2. creation of a small garden area within our grounds for growing a variety of plants which will enhance and support biodiversity, insects and bees
Ferguslie Community Development Trust	£2,871.00	Paisley North, West and Central	<b>F.C.D.T Sunshine On Ferguslie (Schools Project):</b> environmental improvements to front gardens to help encourage interest and raise awareness in the local environment, coupled with opportunities to learn new gardening skills and access to new plants. The project will facilitate sessions to allow local people to get involved in the construction of garden planters and birdboxes, create community gardening clubs, raise awareness of the benefits of gardening and being outdoors and raise awareness of climate change through education.
Mossvale Community Church	£2,510.00	Paisley North, West and Central	<b>Sewing2gether All Nations - Repair Make Do &amp; Mend:</b> to run a series of sewing Make Do & Mend Workshops at Sewing2gether All Nations, a group providing support for members of the refugee and asylum seeker community; to create Make Do & Mend videos for the wider public; and to produce a Mending Skills Toolkit, including all the essential items each household would require to continue to fix items at home. By repairing, mending, altering and fixing existing / donated clothing textiles will be saved from landfill.
Williamsburgh Parent Council	£2,897.22	Paisley East	<b>Getting Williamsburgh Growing!:</b> to support children of all ages to learn about growing our own food. As well as the obvious benefits from getting outside – planting and seeing the seeds grow and harvesting the fruits and vegetables – partnership working with appropriate organisations will support teachers by providing local food growing advice building capacity for both teachers and pupils. This project will lead to improvements not only for physical health and wellbeing through increased activity, but also for mental health too. The project will be embedded in the school curriculum across all ages in reference to themes around sustainability and climate change, health and wellbeing and will enable the recently formed gardening club to thrive.

ORGANISATION	FUNDING REQUESTED	LOCAL PARTNERSHIP AREA	NAME & PURPOSE OF THE PROJECT
Renfrew YMCA SCIO	£3,000.00	Renfrew	<b>Make Renfrew Green:</b> to start implementing up-cycling into our organisation. This project will inform young people of what up-cycling is, how it can benefit our environment and help with stopping climate change as well as teaching young people practical skills. By teaching young people all about the effect that fast fashion is having on our world and the part it plays on climate change we hope this project will inspire young people to talk to their families and their peers about this so that they can make a further impact on the local community. The project will celebrate the importance of community-led action by hosting an eco-friendly fashion show to show the clothing and household items that have been upcycled.
Bonnie Bishopton	£3,000.00	Erskine, Inchinnan, Bishopton and Langbank	<b>Community Gardens at Community Centre:</b> to regenerate neglected land covered in debris and weeds, creating two distinct themed community gardens using plants small trees and shrubs which will provide food, water and shelter for bees and butterflies all year round. The project will connect villagers with each other and improve their health and wellbeing by creating a garden together and achieving a feeling of self-worth, whilst enjoying the floral attraction. Creating a space for our elderly villagers to sit at our Happy to Chat Bench enjoying memories evoked by sensory fragrant plants and meet people, combatting loneliness.
Finding Your Feet (FYF)	£3,000.00	Paisley North, West and Central	<b>FYF Charity Hub Garden:</b> to reclaim an area of disused land and turn it into a garden and play area for all charities in the hub to use. The land has not been used since the 1960s when it was used to store coal – the project would enhance the space and make it useable for our community. The FYF Charity Hub garden will provide a sensory garden, outdoor children's accessible play area, nature walks, beekeeping and therapeutic gardening activities for everyone who uses the hub to enjoy.
Sculpture House Collective (CIC)	£2,985.60	Paisley North, West and Central	<b>Sculpture House Community Dye Garden:</b> to explore the opportunities for developing a community Dye Garden on the grounds of the Sculpture House Collective expanding to satellite locations across the Ferguslie Park area. The greenspaces will be used to grow plants and trees that can be used for dyeing and printing textiles. The aims are to: 1. engage the local community in a collaborative program of education, wellbeing and creativity 2. Increase climate resilience by tackling biodiversity loss across underused greenspaces 3. Educate the public on issues of everyday pollution and sustainability as they relate to clothing and textiles.

## Appendix 2 – Applications not recommended for Community Climate Fund support

ORGANISATION	FUNDING REQUESTED	NAME & PURPOSE OF THE PROJECT	COMMENTS
St. Marks (Oldhall) Church	£3,000.00	<b>St. Marks Green Team 2022:</b> Project 2022 sets out to reduce energy consumption in the church and its halls and separate waste at source	Not recommended for award
Youth with a Mission	£3,000.00	<b>Stanely House Climate Impact Reduction and education:</b> 1) Reduce climate emissions (carbon dioxide and methane) from the historic, category B listed Stanely House, Paisley. 2) Communicate to visitors about how the steps that achieved this did so, and by how much, with updates in future.	Not recommended for award
Paisley West Church	£3,000.00	<b>Recycling &amp; Lighting:</b> to help improve the recycling within the church by all church groups and also to assist with the installation of LED lighting throughout our premises	Not recommended for award
REMODE RENFREWSHIRE CIC	£3,000.00	<b>Community Garment Re-use Scheme:</b> a 40-week programme to promote and encourage clothing re-use and to prevent textiles reaching landfill	Not recommended for award
WHAT IF Paisley Ltd	£3,000.00	<b>Outdoor Community Space at WHAT IF Phase 1:</b> to create outdoor space in the centre of town for community groups and individuals to meet in a safe space with the option to grow plants and veg in raised beds, and take part in outdoor workshops	Not recommended for award
Shopmobility Paisley & District	£2,700.00	<b>Improve capacity providing opportunities to develop skills and personal development through volunteering:</b> We know customers are experiencing social isolation and loneliness as statistics tell us that. These funds will enable us to purchase lunches, water, uniforms, safety equipment, access accredited and non-accredited training plus a toolbox with tools.	Not recommended for award
Paisley Darkside Historical Walking Tours	£1,500.00	<b>Recruiting &amp; Retaining Volunteers in Renfrewshire:</b> The purpose of this project is to offer very interesting and exciting volunteer roles to an additional 50 or more people to help us grow and develop over the project year.	Not recommended for award
Glencorse Residents Association	£3,000.00	<b>Glencorse Road Woodland project:</b> to regenerate a bit of common land that is between our building and housing on Stranka Avenue to become a managed bit of Scottish woodland	Not recommended for award



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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Permitted Development Rights**

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## **1. Summary**

- 1.1 The Scottish Government has recently published a review of Permitted Development Rights.
  - 1.2 This report provides an overview of the topics covered by the review and outlines how officers will prepare and submitted a response in line with the deadline set.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - Note that The Scottish Government have published a review of permitted development rights and are seeking comments on proposed changes from interested parties.
    - Note that Officers are currently reviewing the consultation paper and will prepare a response in line with the timetable set out by The Scottish Government.
    - Note that the response will be submitted following liaison with the Convenor and Depute Convenor.
-

### **3. Background**

- 3.1 The Scottish Government is currently carrying out a review of permitted development rights as part of the wider planning reform programme.
- 3.2 A consultation document has recently been published and interested parties are invited to make comments on the proposed changes to permitted development rights and the use class order.
- 3.3 Comments require to be submitted to Scottish Government by 3<sup>rd</sup> August 2022.

### **4. Proposed Changes**

- 4.1 Permitted development rights and the use class order have the effect of allowing certain works or changes of use to take place without the need to seek planning permission from the planning authority.
- 4.2 The consultation document sets out and seeks views on proposed changes to permitted development rights and the use class order. Specifically, the proposals relate to the following:
  - Electric vehicle charging infrastructure
  - Changes of use in centres and other locations
  - Port development
- 4.3 The consultation paper can be viewed at <https://www.gov.scot/publications/review-permitted-development-rights-phase-2-consultation/pages/2/>

### **5. Next Steps**

- 5.1 Officers are currently reviewing the consultation paper in order to prepare a response in line with the timetable set out by The Scottish Government.
- 5.2 The next board meeting is scheduled to take place after the deadline of the consultation and in this regard, it is proposed that Officers prepare a response and liaise with the Convenor and Depute Convenor prior to formal submission to The Scottish Government.

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### **Implications of the Report**

- 1. **Financial** – None.
- 2. **HR & Organisational Development** – None.



3. **Community/Council Planning** – the consultation document outlines potential changes to permitted development rights and the use classes which would have an impact on how certain developments are considered and consented.
  4. **Legal** – None.
  5. **Property/Assets** – None.
  6. **Information Technology** – None.
  7. **Equality & 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
  8. **Health & Safety** – None.
  9. **Procurement** – None.
  10. **Risk** – None.
  11. **Privacy Impact** – None.
  12. **Cosla Policy Position** – None.
  13. **Climate Risk** – N/A.
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**To: Planning and Climate Change Policy Board**

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Renfrewshire Vacant and Derelict Land Strategy 2022**

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**1. Summary**

- 1.1 The Renfrewshire Local Development Plan (2021) sets out a commitment to reduce, reuse and repurpose vacant and derelict land across Renfrewshire.
  - 1.2 The Renfrewshire Vacant and Derelict Land Strategy (2022) identifies a number of actions to promote redevelopment, re-use or repurpose of previously used land and encourage positive outcomes to support the enhancement of places, deliver sustainable economic growth and promote greener living, stimulate nature recovery by increasing biodiversity across Renfrewshire.
  - 1.3 The strategy is available to view on the Council's website at [Vacant and Derelict Land Strategy 2022](#).
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**2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approves the Renfrewshire Vacant and Derelict Land Strategy 2022.
- 

**3. Background**

- 3.1 This is the third vacant and derelict land strategy for Renfrewshire. While the amount of vacant and derelict land is reducing each year it remains a priority to reuse, redevelop and repurpose land across Renfrewshire.

- 3.2 The Renfrewshire Vacant and Derelict Land Strategy 2022 sets out actions which will contribute to making Renfrewshire a more sustainable place and continuing to reduce the amount of vacant and derelict land. The implementation of these actions aim to secure positive effects for biodiversity by greening local environments, having better, healthier and more vibrant neighbourhoods, creating new employment opportunities and assisting in mitigating the effects of the climate crisis.
- 3.3 The strategy identifies five key themes and a series of related actions. The five themes are:
- Infrastructure-first approach to investment to support sustainable inclusive economic growth and unlock development potential of stalled sites;
  - Prioritise development on brownfield and previously used land;
  - Local Living - supporting development in and around our town and village centres;
  - Consider the potential of innovative delivery mechanisms; and
  - Support nature positive places that will be more resilient to the impacts of the climate crisis and support the recover and restoration of our natural environment.
- 3.4 Renfrewshire's vacant and derelict land is monitored each year through the preparation and submission to the Scottish Government of the Scottish Vacant and Derelict Land Survey (SVDLS).
- 3.5 The Renfrewshire Vacant and Derelict Land Strategy will be reported bi-annually to the relevant Council Board.
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## Implications of the Report

1. **Financial** – The extent and details of the additional duties is still to be confirmed.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** –  
Reshaping our place, our economy, and our future – The Renfrewshire Vacant and Derelict Land Strategy 2022 sets out a series of actions to reduce the amount of vacant land which has the potential to regenerate neighbourhoods, improve local environments and create new employment opportunities.
4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.

7. **Equality & Human Rights -**

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

8. **Health & Safety** – None.

9. **Procurement** – None.

10. **Risk** – None.

11. **Privacy Impact** – None.

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

13. **Climate Risk** – The strategy supports the re-use of vacant and derelict land for a range of uses including those which can help address the climate crisis by managing flood risk and providing biodiversity enhancements.

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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: New Development Supplementary Guidance (2022) and Strategic Environmental Assessment Post Adoption Statement**

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## **1. Summary**

- 1.1 This report presents the responses from the recent consultation on the draft New Development Supplementary Guidance (2022) which ended on 22<sup>nd</sup> April 2022 and seeks approval for the guidance which will support the Renfrewshire Local Development Plan 2021.
  - 1.2 The report also presents the Renfrewshire Local Development Plan Post Adoption Statement which forms part of the strategic environmental assessment process which ran in tandem with preparation of the Renfrewshire Local Development Plan 2021.
  - 1.3 A copy of both the New Development Supplementary Guidance and the post adoption statement are available on the Council's website at [Local Development Plan page](#).
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approves the Renfrewshire New Development Supplementary Guidance (2022) and authorises the Head of Economy and Development to notify the Scottish Ministers of the Council's intention to adopt the supplementary guidance.
    - (ii) Approve the publication of the Strategic Environmental Assessment Post Adoption Statement.
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### **3. New Development Supplementary Guidance 2022**

- 3.1 The Communities, Housing and Planning Policy Board approved the draft New Development Supplementary Guidance for consultation at its meeting of 15 March 2022. The Guidance was then subject to a 4 week consultation period with local communities and a range of other stakeholders.
- 3.2 The draft New Development Supplementary Guidance supports the implementation of the Renfrewshire Local Development Plan 2021 by providing additional detailed information in relation to designing, delivering and implementing development, with an emphasis on place making, sustainability and inclusive processes.
- 3.2 16 responses to the consultation were received from local residents, a community council, the Scottish Government, key agencies and developers. A summary of the representations, with feedback/commentary on suggestions and proposed additional changes to the supplementary guidance is attached at Appendix 1.

### **4. Post Adoption Statement Strategic Environmental Assessment**

- 4.1 In line with the Environmental Assessment (Scotland) Act 2005 the Renfrewshire Local Development Plan 2021 has been subject to the process of strategic environmental assessment. At each stage of the local development plan process there has been detailed consideration and assessment of the likely environmental factors and effects associated with preferred and alternative options, strategies, policies and proposals. It then considered how negative impacts can be avoided or minimised and identified opportunities for positive effects to be enhanced.
- 4.2 The Strategic Environmental Assessment shaped and positively contributed towards the finalised version of the Renfrewshire Local Development Plan 2021. Publication of the post adoption statement is the final stage in the process, and it illustrates how the environmental report influenced and informed the local development plan.

### **5. Next Steps**

- 5.1 If approved by the Board, the New Development Supplementary Guidance will be sent to the Scottish Ministers along with a summary of all representations received during the preparation process and the Council's response and actions to these representations.
- 5.2 The Scottish Ministers have 28 days to consider the supplementary guidance. After 28 days have elapsed, the Council can adopt the supplementary guidance unless Scottish Ministers have directed otherwise.



- 5.3 Following adoption, the supplementary guidance will be available on the Council's website and hard copies will be available in local libraries.
- 5.4 The post adoption statement will be sent to the Strategic Environmental Assessment Gateway for circulation to the statutory consultees NatureScot, Historic Environment Scotland and Scottish Environmental Protection Agency. It's publication will be advertised in a local newspaper and it will be published on the Council's website.
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## **Implications of the Report**

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** –  
  
Reshaping our place, our economy, and our future – the New Development Supplementary Guidance set the framework for supporting, encouraging, and delivering sustainability, climate change adaption, reaching Net Zero, biodiversity gain and creating great places.
4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & Human Rights** -  
  
(a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **COSLA Policy Position** - None.

13. **Climate Risk** – The New Development Supplementary Guidance seek to ensure that any development coming forward is undertaken in a sustainable manner and aids the adaption required as a result of climate change.
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#### Appendix 1 – New Development Supplementary Guidance Consultation Responses

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APPENDIX 1 – New Development Supplementary Guidance Consultation Replies 2022

Number	Consultee	Summary	Renfrewshire Council Response
01	Network Rail	No comments to make.	Noted
02	Historic Environment Scotland	Confirm that they are content with the draft guidance and have no further comments to offer	Noted
03	Paisley East and Whitehaugh Community Council	No observations to make.	Noted
04	Strathclyde Partnership for Transport	Are supportive of its content and have no further comment.	Noted
05	Dawn Homes	<p>Are comfortable with the majority of the provisions within Supplementary Guidance (SG) and how they would help facilitate the delivery of housing. Note that the SG is focused on the delivery of business and industry developments in specific locations to deliver a strong economy. Dawn Homes feels that a successful housebuilding industry both enables and contributes to the delivery of a successful economy.</p> <p>In terms of connecting places note that there must be the case that a significant number of otherwise effective housing sites are not going to entirely achieve all of the requirements as set out in the SG. Suggest the following changes:</p> <ul style="list-style-type: none"><li>• In relation to the first criterion, which currently states: ‘Development proposals require to be sited at locations which are well served, etc, etc’ change to <i>Aim to ensure that ...</i>. ‘Require’ is over prescriptive;</li><li>• In relation to criterion four: ‘Public transport, etc ...’. ‘should’ here does it mean that a degree of pragmatism would be applied to the 400 metre walking distance. PAN 75 states that the 400 metre distance is simply a recommendation and should not be imposed as a mandatory requirement;</li><li>• Bullet point 11 refers to a ‘proposed requirement’ to provide electric vehicle charging stations as an integral part of new developments or redevelopment proposals. Dawn Homes support this but suggest that, in certain areas, the required overall supply capacity is not available to ensure delivery.</li></ul>	<p>Noted</p> <p>Policy I1 – Connecting places sets out the policy context for connectivity within Renfrewshire and provides the necessary hooks for the supplementary guidance. The supplementary guidance is reflective of the general thrust emerging from draft NPF4. NPF4 states that development proposals should aim to support sustainable travel and transport based around the 20 minute neighbourhood principal where we are reducing the need to travel unsustainably, decarbonising our transport system and promoting active travel are key. The first criterion in ‘Connecting Places’ is reflective of this approach. No changes required to criteria.</p> <p>The emerging NPF4 states that planning applications for significant travel generating uses should not be supported at locations which would increase reliance on the private car and where access to local facilities via public transport networks would involve walking or wheeling more than 400m. Criterion 4 is no different to current policy, guidance or advice set out by the Scottish Government. No changes required to criteria.</p> <p>Policy I4 – Renewable and Low Carbon Energy Developments provides the policy link from the local development plan for the requirement for electric vehicle charging stations to be an integral part of any new development or redevelopment proposal. The emerging NPF4 states that development proposals should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points that are provided in safe and convenient locations. The criteria in bullet point 11 will be amended to reflect this:</p> <p>Change Page 16, Bullet 11 from</p> <ul style="list-style-type: none"><li>• Development requires to provide electric vehicle charging stations as an integral part of new development or redevelopment proposals; to</li><li>• Development should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points as an integral part of new development or redevelopment proposals.</li></ul>

## APPENDIX 1 – New Development Supplementary Guidance Consultation Replies 2022

		<p>Have concerns over the requirement to consider the feasibility of meeting the development’s heat demand through a district heating network as there is no clear guidance against which to test either the ‘feasibility’ or viability for district heating.</p> <p>In relation to commuted sums, the final criterion states ‘Where there is a high concentration of affordable housing in the area and the provision of a commuted sum would help achieve, etc.’ What sources of information does the Council possess that will confirm where the ‘areas of high concentration’ might be? There needs to be accessible information and the Council is best placed to provide this. Expecting the developer to ‘prove’ this point on what would essentially be on an ad hoc basis would be highly unsatisfactory. To implement the policy there has to be a definition of ‘affordable for sale’ which is updated regularly.</p> <p>There should be provision for a hybrid approach to some sites where part of the affordable requirement could be met on site and a commuted sum for the remainder of the requirement to be used elsewhere. The role of the private rented sector in meeting the overall requirements of affordable housing must be recognised.</p> <p>The proposals in the SG for housing in the green belt would lead to an unnecessary increased restriction and this may not allow the delivery of the 2019 Act’s ambition to ‘ensure the long-term stability of rural places’. To require single dwelling applications for housing in the countryside to be tested/assessed against any overall housing land shortfall is an unnecessary burden. The SG should make provision for urban edge sites that offer active travel, 20 minute neighbourhoods, community infrastructure if there are insufficient sustainable and deliverable brownfield sites to meet the LDPs development requirements.</p> <p>Greenbelt boundaries should be accurately identified and not just a boundary around the existing settlement approach.</p> <p>The general thrust of the biodiversity policy is supported however seek clarification on the line ‘To maximise the benefits for a diverse natural environment, new development proposals require to .’ does this requirement apply to all new developments and, if not, where are the guidelines on deciding on where they should apply to be found? The guidelines provided in the Annex are for where the decision that there is a requirement has already been taken.</p>	<p>Policy 14 Renewable and Low Carbon Energy Developments and Figure 10 of the local development plan set the context for heat networks in Renfrewshire. The supplementary guidance is in line with the emerging NPF4 requirements on heat and cooling where heat networks can help contribute to Scotland’s net zero ambitions. No change to supplementary guidance is required.</p> <p>The Council are currently preparing a local housing need and demand assessment to provide a comprehensive and robust evidence base to inform local housing needs, which will inform the application of the affordable housing policy. This information will support the local development plan, supplementary guidance as well as the Renfrewshire Local Housing Strategy ensuring the appropriate delivery of affordable housing provision in Renfrewshire. No change to supplementary guidance is required.</p> <p>As set out in the local development plan Policy P3 Housing Mix and Affordable Housing and the affordable housing section of the supplementary guidance, early discussion at pre-application stage with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings. A hybrid approach may be considered appropriate during these discussions. No change to the supplementary guidance is required.</p> <p>Policy ENV1 Green Belt and the supplementary guidance criteria listed on page 38 set out clearly the criteria for where residential developments will be considered appropriate where there is a housing land shortfall which satisfies Policy ENV1 Green Belt and Policy 8 of ClydePlan. The guidance on page 37 of the supplementary guidance relates to all development proposals in the greenbelt and the guidance on page 38 relates to all residential proposals in the greenbelt. This guidance is not limited to circumstances where there is an identified housing land shortfall and contains development guidance which is important to protect Renfrewshire’s greenbelt from inappropriate development. Again in line with current and emerging Scottish Government Policy, the current policy and guidance framework in both the local development plan and the supplementary guidance aims to increase the density of Renfrewshire’s existing settlements, promoting local living by limiting urban expansion and using land around our towns and villages wisely. There is currently no requirement to identify urban edge sites. No change to the supplementary guidance is required.</p> <p>The local development plan clearly identifies a robust green belt boundary and this was reviewed, consulted upon and thoroughly examined through the robust local development plan preparation process. No change to the supplementary guidance is required.</p> <p>The biodiversity section on page 40 links to Policy ENV 2 Natural Environment providing more detailed criteria in the supplementary guidance. This criteria is in line with the emerging NPF4 that states that proposals for local development should only be supported if they include appropriate measures to enhance biodiversity, in proportion to the nature and scale of development. No change is required to the supplementary guidance.</p>
06	Persimmon Homes	<p>Welcome the additional detail and clarity that the proposed guidance offers and continued flexibility of uses within proposed transition areas to allow the regeneration of these areas.</p> <p><b>Suggested amendments:</b></p>	Noted

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		<p>Supportive in principle of the criteria listed under Connecting Places on page 16, however it is not practical for all residential developments to give priority to and allowing penetration by buses. It is suggested that this criteria is reworded to read “Where practical make provision within development layouts giving priority to and allowing penetration by buses;”</p> <p>Suggest that depending on the type and scale of residential development it is not practical to provide electric vehicle charging stations in all housing developments. It is suggested that the requirement for electric vehicle charging stations should only relate to non-residential developments. A table detailing development types and what level of provision is desired would provide clarity on this requirement.</p> <p>They recognise the importance of delivering affordable housing within Renfrewshire and that the preferred option is for the units to be delivered on-site there should be a hybrid option as part of the alternatives where some units could be delivered on or off-site and the balance made up of a commuted sum. This will allow flexibility where full provision on-site may not be viable or there is a high concentration of affordable homes in the area already and full provision may not be sought.</p>	<p>Accept proposed amendment. Bullet point 5 on page 16 will be amended from:</p> <ul style="list-style-type: none"> <li>• Ensure provision is made in development layouts giving priority to and allowing penetration by buses; to</li> <li>• Where practical make provision within development layouts giving priority to and allowing penetration by buses.</li> </ul> <p>Policy I4 – Renewable and Low Carbon Energy Developments provides the policy link from the local development plan for the requirement for electric vehicle charging stations to be an integral part of any new development or redevelopment proposal. The emerging NPF4 states that development proposals should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points that are provided in safe and convenient locations. The criteria in bullet point 11 will be amended to reflect this:</p> <p>Change Page 16, Bullet 11 from</p> <ul style="list-style-type: none"> <li>• Development requires to provide electric vehicle charging stations as an integral part of new development or redevelopment proposals; to</li> <li>• Development should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points as an integral part of new development or redevelopment proposals.</li> </ul> <p>As set out in the local development plan Policy P3 Housing Mix and Affordable Housing and the affordable housing section of the supplementary guidance, early discussion at pre-application stage with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings. A hybrid approach may be considered appropriate during these discussions. No change to the supplementary guidance is required.</p>
07 08 09 10 11	Miller Homes Taylor Wimpey Cala Stewart Milne Barratt Homes	<p>Consider that the signposting in the Local Development Plan to the New Development Guidance is inadequate. The LDP document includes under each section a note box that draws the reader’s attention to the policies to which the New Development Guidance will apply but this is not at the beginning of each policy section and therefore could be missed. In addition, the note box is not explicit about which parts of the policy additional detail will be provided for. On this basis we do not believe that the LDP adequately signposts the SPG and therefore question the ability of the SPG, as currently drafted, to be adopted as part of the development plan.</p> <p>Have concerns that in places the guidance goes beyond the scope of the original policy and goes beyond providing further information or detail. In some cases the requirements set out in the guidance should have been part of LDP policy that would then have been articulated and tested as part of the LDP examination. On this basis it is therefore inappropriate for text to be included in just the Guidance.</p> <p><b>Connecting Places</b> In the opening paragraph the New Guidance states that “All proposals will be considered in line with Policy I1 Connecting Places of the Local Development Plan and the following criteria:”. In order for this to be acceptable the “following criteria” cannot go beyond the provisions of the LDP policy and must only add further information or detail to that policy.</p> <ul style="list-style-type: none"> <li>• Bullet point 1 of the New Guidance states that “Development proposals require to be sited at locations which are well served by public transport and where possible link to public transport hubs and interchanges;”. However, policy I1 requires only that proposals “ensure appropriate provision</li> </ul>	<p>The issue of signposting to the supplementary guidance was examined by the Reporter (Issue 23) and the Reporter recommended that the note boxes be added to provided clarification and to strengthen the links between the local development plan and supplementary guidance. No change is required to the supplementary guidance.</p> <p>Page 7 of the Renfrewshire Local Development Plan clearly sets out the purpose and role of the new development supplementary guidance where it provides additional detailed information in relation to designing, delivering and implementing development, with an emphasis on place making and sustainable inclusive development. No change is required to the supplementary guidance.</p> <p>Policy I1 Connecting Places sets the policy context for the more detailed connecting places criteria in the supplementary guidance.</p> <p>Accept Change – Bullet Point 1 on page 16 will be amended from</p> <ul style="list-style-type: none"> <li>• Development proposals require to be sited at locations which are well served by public transport and where possible link to public transport hubs and interchanges; to</li> </ul>

		<p>and accessibility” to such not for development to be located at sites that are already well served. This is beyond the scope of the policy.</p> <ul style="list-style-type: none"> <li>Consider that bullet point 2 does not adds anything to that already set out in policy I1.</li> <li>Bullet point 3 requires “implementation” of new pedestrian routes and Policy I1 does not. It should be noted that development does not always have the means to implement new routes that are beyond their site boundary, it is unreasonable to require such implementation and should therefore be deleted.</li> <li>Bullet point 4 goes significantly beyond the provisions of policy I1 and as a result is not acceptable. Bullet point 4 states “Public transport networks to be accessible within 400 metres walking distance of the development”. This requirement is far too restrictive and is not supported or justified by local or national policy, guidance or legislative provisions. Furthermore, it will render some allocated development sites undeliverable. It is unclear what the justification is for the 400 metres threshold, how the 400 metres will be measured and whether this will be from the edge of the site or centre of the site.</li> <li>Bullet point 5 requires development to “Ensure provision is made in development layouts giving priority to and allowing penetration by buses”. This requirement is totally disproportionate. By implication it applies to all development. Developers have no means to force public transport provision. If routes were diverted to meet the requirement of this guidance how will the council ensure that it is not to the detriment of existing residents or businesses. Furthermore, if a development site is located in an area with strong existing transport links that are accessible from the site, it seems unreasonable to ask for further provision to still be required within the site itself. This requirement is not justified as it goes beyond that that is required by policy I1 and it will not be practical, viable or deliverable for all types of development and all development sites.</li> <li>Bullet point 6 “Aim to ensure, where development is in close proximity to rail stations/halts, that provision is made for good direct, safe access to and from these facilities”. It is unclear why this guidance is required at all when policy I1 states that “All development proposals require to ensure appropriate provision and accessibility including the ability to connect to active travel networks, public transport networks, hubs and interchanges and set out how this can be achieved including through the use of developer contributions, in accordance with Policy I8.” Not all development can provide direct links to nearby rail stations, and this will be dependent on the location of the sites, matters of land ownership and the feasibility to access these. It is therefore considered that this should be required only where appropriate and the guidance should state that, if this provision is to remain.</li> <li>Bullet point 7 requires that “Connections to and from development are required to be in line with the ‘Getting It Right for Every Child’ approach;”. This is a replication of what is contained in Policy I1 and the guidance provides no further clarity on the type of development that this applies to.</li> </ul>	<ul style="list-style-type: none"> <li>Development proposals require to be sited at locations which ensure appropriate provision to public transport and where possible link to public transport hubs and interchanges.</li> </ul> <p>Bullet point 2 provides further guidance to policy I1. No change required.</p> <p>Accept Change – Bullet Point 3 on page 16 will be amended from</p> <ul style="list-style-type: none"> <li>Ensure the implementation of safe pedestrian routes to public transport, schools, local services and open space from the proposed site; to</li> <li>Where required, ensure the implementation of safe pedestrian routes to public transport, schools, local services and open space from the proposed site;</li> </ul> <p>Policy I1 – Connecting places sets out the policy context for connectivity within Renfrewshire and provides the necessary hooks for the supplementary guidance. The supplementary guidance is reflective of the general thrust emerging from draft NPF4. NPF4 states that development proposals should aim to support sustainable travel and transport based around the 20 minute neighbourhood principal where we are reducing the need to travel unsustainably, decarbonising our transport system and promoting active travel are key. The first criterion in ‘Connecting Places’ is reflective of this approach.</p> <p>The emerging NPF4 states that planning applications for significant travel generating uses should not be supported at locations which would increase reliance on the private car and where access to local facilities via public transport networks would involve walking or wheeling more than 400m. Criterion 4 is no different than any other current policy, guidance or advice set out by the Scottish Government. No changes required to criteria.</p> <p>Accept this amendment. Bullet point 5 on page 16 will be amended from:</p> <ul style="list-style-type: none"> <li>Ensure provision is made in development layouts giving priority to and allowing penetration by buses; to</li> <li>Where practical make provision within development layouts giving priority to and allowing penetration by buses</li> </ul> <p>Accept this amendment. Bullet point 6 on page 16 will be amended from:</p> <ul style="list-style-type: none"> <li>Aim to ensure, where development is in close proximity to rail stations/halts, that provision is made for good direct, safe access to and from these facilities; to</li> <li>When development is in close proximity to rail stations/halts, where required ensure that provision is made for good direct, safe access to and from these facilities.</li> </ul> <p>Bullet point 7 ensures that connections to and from development are required to be in line with the Getting It Right for Every Child approach. No change to the supplementary guidance is required.</p>
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		<ul style="list-style-type: none"> <li>Bullet point 12 requires assessment of transport impacts. There is no requirement in policy I1 for such assessments and therefore this cannot be introduced as a new requirement in the guidance.</li> <li>Bullet point 13 requires an assessment of air quality, there is no such requirement in policy I1 to link the new requirement to and therefore it should not be contained in the guidance.</li> <li>Bullet point 14 replicates the requirement in policy I1 for a travel plan but provides no further guidance on scope or content.</li> <li>Bullet point 15 states that “Masterplans, development briefs and proposals for major developments require to include satisfactory mechanisms or provisions for supporting sustainable transport objectives along with additional infrastructure, facilities and services required to support the development.” The place for such a provision is in the policies of the LDP, not in supplementary guidance and this provision should be deleted.</li> </ul> <p><b>Flooding and Drainage</b></p> <p>In the opening paragraph the New Guidance states that “All proposals will be considered in line with Policy I3 Flooding and Drainage of the Local Development Plan and the following criteria”. In order for this to be acceptable the “following criteria” cannot go beyond the provisions of the LDP policy and must only add further information or detail to that policy.</p> <ul style="list-style-type: none"> <li>Bullet points 1, 2, 3 replicates text already contained in policy I3. It is therefore considered that there is no need for this to be in the guidance as it does not add any further detail or clarity to that that is included in the LDP policy.</li> <li>Bullet point 4 replicates in part the text in policy I3 and should therefore not be included in the guidance but also adds that development “must be demonstrated that the site can be satisfactorily drained.” This is not a requirement of policy I3 and it is not considered that this is further detail to support that policy, rather this is a new provision that should not be made.</li> </ul>	<p>Paragraph 3 of policy I1 Connecting Places provides the hook which further information is provided in bullet point 12 of the Connecting Places section. No change is required to the supplementary guidance.</p> <p>Paragraph 1 of Policy ENV5 Air Quality provides the hook which further information is provided in bullet point 13 of the Connecting Places section as the matter of air quality is related to transport. Air quality assessments criteria is also outline in page 53 of the supplementary guidance. No change is required to the supplementary guidance.</p> <p>Paragraph 6 of policy I1 Connecting Places states the overarching aim of a travel plan, the guidance provided in bullet point 14 provides additional detail and no change to the supplementary guidance is required.</p> <p>Bullet point 15 provides additional detail to policy 11 and I8 which are in line with the emerging NPF4. This also reflects the infrastructure first approach set out in the local development plan. No change to the supplementary guidance is required.</p> <p>Policy I3 – Flooding and Drainage sets the policy context for the more detailed flooding and drainage criteria set out in the supplementary guidance.</p> <p>Bullet points 1, 2 and 3 are key principles which strengthen the Council’s approach to flooding and drainage and are important for sustainable flood risk and water management in line with current Scottish Government and SEPA policy and guidance. They provide further detail to Policy I3 Flooding and Drainage . No change to the supplementary guidance is required.</p> <p>The site being satisfactorily drained is imperative to the implementation of successful sustainable urban drainage systems and is linked to Policy I3 Flooding and Drainage. No change is required to the supplementary guidance.</p>

		<ul style="list-style-type: none"> <li>Bullet points 5 and 6 requires that "The capacity of the functional flood plain to store water must not be reduced" and that "Development must not result in additional discharge of surface water" these provisions are not clearly linked to the provisions of policy I3 as written. It is the view that these provisions should have been policy requirements tested through the examination of the LDP not introduced in supplementary guidance. These provisions should therefore be deleted from the guidance.</li> <li>Bullet point 7 adds no further detail to policy I3 that requires all development proposals to ensure "that there will be no unacceptable flood risk associated with the development". This provision should therefore be deleted from the guidance.</li> <li>For bullet point 8 to be legitimate it must be more clearly linked to the provisions of policy I3.</li> <li>Bullet point 9 is largely covered already by policy I3. The exception is the provision about “not compromising the potential for future flood management proposals”. This is a new provision and not directly linked to the LDP policy and it seems unreasonable given that such proposals may not necessarily be known at the time of application.</li> <li>Bullet point 10 is a new provision not linked to policy I3 and should have been included as a policy provision tested through the LDP examination rather than being introduced in guidance afterwards. This is not reasonable, and this provision should be deleted from the guidance.</li> <li>Bullet point 11 is covered in policy I3 so should be deleted from the guidance.</li> <li>Bullet point 12 states that “Land raising will not be accepted unless...” yet policy I3 states that “Development which involves land raising will be considered in relation to the risk framework set out in Scottish Planning Policy and SEPAs guideline with effective compensation for any loss of local flood storage capacity secured on a like for like basis”. This appears to be a change of policy emphasis between the LDP and the guidance and that is unreasonable and should be deleted.</li> <li>Bullet point 13 is a replication of text already contained in policy I3. It is therefore considered that there is no need for this to be in the guidance.</li> <li>The New Guidance also states that “Where the risk of flooding is deemed unacceptable, the proposal will not be permitted.” This is not a provision of policy I3 and it is not considered appropriate to contain such a statement in the guidance when this is not contained in the LDP policy and should be deleted.</li> </ul> <p><b>Renewable and Low Carbon Energy Developments</b>  The Guidance states that “An increase in the proportion of electricity produced from renewable sources and the recovery of waste heat will be supported in principle where they are appropriate in terms of the location, siting and design.” It is considered that this is a statement of policy that should be in the LDP rather than in supplementary guidance and should be deleted. The Guidance states that “All proposals will be considered against Policy I4 Renewable and Low Carbon Energy Developments of the Local Development Plan having regard to any individual or cumulative significant effects of the development proposal.” This para requires all proposals to ensure that the provisions of the bullet points are met. In order for this to be acceptable the bullets listed in the guidance cannot go beyond the provisions of the LDP policy and must only add further information or detail to that policy.</p>	<p>Bullet points 5-12 and 14 of page 17 of the supplementary guidance all provide additional guidance to the implementation of policy I3 and are in line with SEPA’s guidance, current and emerging Scottish Government policy. No change is required to the supplementary guidance.</p> <p>Foul drainage is an important component of sustainable flood risk management, and it is essential that the supplementary guidance outlines the criteria. No change to the supplementary guidance is required.</p> <p>Policy I3 states that development must not have an adverse impact on existing drainage, increase the risk of flooding..... as well as stating that all development proposals require to demonstrate that there is no unacceptable flood risk associated with development. Where a development cannot demonstrate there is no risk of flooding, considering all of the criteria in the supplementary guidance, then the outcome of this would inevitably be that the proposal is unacceptable.</p> <p>The supplementary guidance section on Renewable and Low Carbon developments sets the policy context and additional information for Policy I4 which is in line with current and emerging Scottish Government policy, guidance and advice.</p>
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		<ul style="list-style-type: none"> <li>Bullet point 1 reiterates but adds no further detail to provisions in policy I4 therefore it does not need to be included in the guidance.</li> <li>Bullet points 2, 4, 5 reflect the bullet points set out in policy I4. However, the bullets in the New Guidance use language such as “no unacceptable adverse”, “no significant unacceptable impact”, “no unacceptable impacts”, “not lead to an unacceptable impact” and there is no clarity on what such impacts would be. The guidance therefore adds little to the provisions in policy I4.</li> </ul>	<p>It is considered that bullet point 1 provides additional criteria. No change to the supplementary guidance is required.</p> <p>Accept change. Bullet Points 2 and 5 will be amended so terminology is the same between bullets 2, 4 and 5.</p> <p>Page 18, Bullet point 2 change from</p> <ul style="list-style-type: none"> <li>There will be no unacceptable adverse impact on the natural or historic environment or water environment within the area; to</li> <li>There will be no significant unacceptable adverse impact on the natural or historic environment or water environment within the area.</li> </ul> <p>Page 18, Bullet point 5 change from</p> <ul style="list-style-type: none"> <li>There will be no unacceptable impacts on the transport network including Glasgow Airport, additional traffic generation and/or road safety. Proposals must demonstrate that any additional impacts can be mitigated; to</li> <li>There will be no significant unacceptable impacts on the transport network including Glasgow Airport, additional traffic generation and/or road safety. Proposals must demonstrate that any additional impacts can be mitigated.</li> </ul>
		<ul style="list-style-type: none"> <li>Bullet point 3 does not reflect a provision in policy I4 and therefore should not be included.</li> <li>Bullet point 6 is a repeat of the text in policy I4 therefore should not be included.</li> <li>Bullet point 8 requires arrangements for restoration. This is not a requirement of policy I4 therefore should not be included.</li> <li>Bullet point 10 states “Where technically feasible and financially viable, development with a high heat demand should seek to be co-located with and make use of heat supply sources”. This is not a requirement of policy I4 therefore should not be included.</li> <li>Bullet point 11 replicates the provisions already in policy I4 therefore should not be included.</li> <li>Bullet point 12 states “Where suitable, the potential to connect new projects to off-grid areas are considered”. This provision goes beyond that of policy I4 and there is no justification of further guidance provided. It is considered that this provision should be removed from the guidance.</li> <li>Bullet point 13 requires "The scale of contribution from the development to renewable energy generation targets and the effect on greenhouse gas and carbon emissions is fully demonstrated." This is not a requirement of policy I4, It is considered that this provision should be removed from the guidance.</li> <li>Policy I4 states that “Development should provide electric vehicle charging stations as an integral part of any new development or redevelopment proposal.” It would have been useful for the Guidance to have provided more information and detail on what is expected in this respect and what scale and types of development this will apply to.</li> </ul>	<p>Bullet Points 3, 6, 8, 10, 11, 12, and 13 provide additional information on the implementation of Policy 14 regarding individual and cumulative effects of renewable and low carbon energy developments. No change is required to the supplementary guidance.</p> <p>Policy I4 – Renewable and Low Carbon Energy Developments provides the policy link from the local development plan for the requirement for electric vehicle charging stations to be an integral part of any new development or redevelopment proposal. The emerging NPF4 states that development proposals should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points that are provided in safe and convenient locations. The criteria in bullet point 11 will be amended to reflect this:</p> <p>Change Page 16, Bullet 11 from</p> <ul style="list-style-type: none"> <li>Development requires to provide electric vehicle charging stations as an integral part of new development or redevelopment proposals; to</li> </ul>

**Affordable Housing**

The Guidance does provide additional detail and information in order to implement Policy P3 Housing Mix and Affordable Housing. The New Guidance includes a requirement to engage in early discussions with the planning authority to establish affordable housing requirement. This is supported. However, the Council needs to ensure that the affordable housing requirement is provided at the pre application stage to ensure that developers understand the extent of the affordable housing requirement and the type and level of contribution that will be expected. Also, it is important that this guidance is clear that, as per the policy, affordable housing requirements are “up to 25%” which of course sometimes means the requirement could be zero%. This should be explicitly referred to in the guidance. The Council need to ensure that they have a robust evidence base in place which clearly identifies the level of affordable housing that is required in each housing market sub area in order to inform developers at the earliest opportunity. This has not been the experience of developers bringing forward housing developments in Renfrewshire. For Policy P3 to be effective the Council need to establish what levels of affordable housing, up to 25%, is required for each development site and this needs to be evidenced and justified as a mitigation for the impact of private housing within that particular housing market sub area in Renfrewshire.

The Guidance sets out that it is the Council’s preference that affordable housing should be provided first and foremost on site. The guidance accepts that affordable homes can be built by the developer and sold / let directly and provides no further guidance on the form or format of those homes. In the circumstance where the developer is building units for transfer to the Council or an RSL the guidance requires these units to comply with Scottish Government’s grant funding criteria in terms of their design standards. In the circumstance where the developer is transferring land to the Council or an RSL the Guidance requires this to be serviced and free from constraints. These provisions are supported.

Provisions are made in the New Guidance to guide that process where it may be not possible to provide affordable housing on site and where off site provision may be acceptable. Have concerns about the reference to nil value in bullet point 5, it would be sufficient to say at an agreed value as to say nil value may raise expectations that this is reasonable in every case when it will not be. Whilst in principal it seems this is a reasonable approach, they have concerns about the practicality of what is set out and on balance feel this is not a preferred approach that could rarely be deployed. On this basis it is the view the most practical and realistic course of action if on-site provision is not possible would be the agreement of a commuted sum.

Whilst the Council will allow commuted sums to be paid in lieu of provision of affordable housing on site when off site provision is not possible. The Guidance requires that “Any proposal by a developer to address affordable housing through a commuted sum must be supported by a viability assessment which sets out why on site provision is not suitable.” This is supported. What is not supported is the potential for the Council to unilaterally decide that on site provision should not be the preferred option and that rather they require a commuted sum. This is not reasonable or justifiable if on-site provision is possible or preferable.

It is accepted that in some instances a commuted sum will be a more suitable option, however, the Guidance states that this will be determined independently by the District Value. This can take a significant amount of time and will result in unnecessary delays to a decision being issued and a delay in housing sites coming forward in the short term. Suggest that if a District Valuer is to determine the sum, this should be dealt with at the pre-application stage when discussion takes place on the level and type of contribution required.

- Development should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points as an integral part of new development or redevelopment proposals.

The Council are preparing a local housing need and demand assessment to help understand local needs and to strengthen the evidence base in support affordable housing policy. This will be available to support the LDP, Supplementary Guidance and the Local Housing Strategy for the provision of affordable housing in Renfrewshire.

The 1<sup>st</sup> paragraph on page 31 will be amended to ensure it reflects the requirements of Policy P3 of the LDP:

‘Early discussion (pre-application stage) with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings providing up to 25% of the total site capacity as affordable homes.’

On Page 31, the 1<sup>st</sup> sentence of the 5<sup>th</sup> bullet under off site delivery to be amended to read:

- ‘Where the developer is not constructing the affordable housing the site should be transferred to the Council or a Registered Social Landlord at an agreed value.’

As set out in local development plan Policy P3 Housing Mix and Affordable Housing and the Affordable Housing section of the supplementary guidance, early discussion at pre-application stage with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings. A hybrid approach may be considered appropriate during these discussions.

A range of options to deliver new affordable homes on site will be considered first before the consideration off-site delivery and a commuted sum.

The Supplementary Guidance clearly sets out the circumstance when off-site delivery and a commuted sum may be appropriate and the method for the delivery of affordable homes for each option. The option of a commuted sum for affordable homes is to deliver the requirements of Policy P3 providing up to 25 % of the site capacity.

The guidance on page 32 clearly sets out the role of the District Valuer or a chartered valuation surveyor in setting the value of the commuted sum. As set out in Page 31 of the guidance early discussion will be required with the planning authority to determine the affordable housing requirements. If developers engage at pre-application stage the number of affordable units required will be agreed early and will form the basis of setting the value of the commuted sum.

No further changes are required to the guidance on affordable housing to address these comments.

		<p>Would like to see commitment to a standardised approach, the method of determining the commuted sum should be transparent and this should be appended to the Guidance. The total number of affordable homes that the commuted sum will be in lieu of will be up to 25% of the total number of proposed new homes on the site only and this must be justified in terms of need in the local area / HSMA and would also request an acknowledgment that in some circumstances part on-site and part commuted sum would be an option.</p> <p>For the District Valuer to assess the commuted sum the Council first must identify the number and type of housing units to be provided up to 25%. There should be an element of flexibility built in so that if at pre-application stage a commuted sum would be more unaffordable than on site provision the developer would still have the option to provide on-site. Object to the broad areas to which commuted sums paid could be put. The commuted sum paid must mitigate the impact of the development of additional housing market homes in the area. To use the monies otherwise would be unlawful. Monies should also be returned to the applicant if not spent by a specific deadline.</p> <p><b>Greenbelt Development Criteria</b> Object to 8 of the 12 bullets under the heading of Green Belt Development Criteria as they go substantially beyond the provisions made in Clydeplan Policy 8, SPP and LDP policy ENV1.</p> <ul style="list-style-type: none"> <li>• Bullets 1-4 are concerned with loss of agricultural land, impacts on wild land, traffic and access and public water supply. These are not matters related to green belt objectives as set out in the SPP and should be removed from the guidance.</li> <li>• Bullet points 5 and 6 are linked to the “protecting and providing access to open space” in the SPP therefore acceptable.</li> <li>• Bullet point 7 and 8 are linked to “protecting and enhancing the character, landscape setting and identity of the settlement” in the SPP and therefore acceptable.</li> <li>• Bullet points 8-12 of the New Guidance are concerned with landscape proposals including boundary treatments, the adequacy of services, nature conservation and habitats and the structural soundness of buildings for conversions. These are not matters related to green belt objectives as set out in the SPP and should be removed from the guidance.</li> </ul> <p><b>Biodiversity</b> Assume this section is link to LDP policy ENV2, although does provide more detail than is contained in policy ENV2. The Guidance lacks clarity as to what is specifically required as part of a development and the mitigation measures that would be required. It is also not clear how developments will be assessed against requirements and therefore, it is difficult for developers to use this guidance to inform development proposals. Clear guidance needs to be set out as to what is required, when, the extent of the requirement and how this will be assessed as part of any application to allow developers to ensure this is maximised on site.</p>	<p>Policy ENV1 Green Belt and the supplementary guidance criteria listed on page 38 set out clearly the criteria for where residential developments will be considered appropriate where there is a housing land shortfall which satisfies Policy ENV1 Green Belt and Policy 8 of ClydePlan. The guidance on page 37 of the supplementary guidance relates to all development proposals in the greenbelt and the guidance on page 38 relates to all residential proposals in the greenbelt. This guidance is not limited to circumstances where there is an identified housing land shortfall and contains development guidance which is important to protect Renfrewshire’s greenbelt from inappropriate development. Again in line with current and emerging Scottish Government Policy, the current policy and guidance framework in both the local development plan and the supplementary guidance aims to increase the density of Renfrewshire’s existing settlements, promoting local living by limiting urban expansion and using land around our towns and villages wisely. There is currently no requirement to identify urban edge sites. No change to the supplementary guidance is required.</p> <p>The biodiversity section on page 40 links to Policy ENV 2 Natural Environment providing more detailed criteria. This criteria is in line with the emerging NPF4 that states that proposals for local development should only be supported if they include appropriate measures to enhance biodiversity, in proportion to the nature and scale of development. No change is required to the supplementary guidance.</p> <p>In line with the determination of any planning application, the requirement or not of mitigatory measures will be dependent on the detailed information submitted alongside an development proposal. The mitigatory measures are then unique to the site, development and future requirements, it would not be appropriate to set out a list of universal mitigatory measures.</p>
12	Homes for Scotland	<p>The Guidance in places appears to go beyond merely supplementing policies within the LDP but looks to introduce new and more onerous requirements for developments to meet. This is not an appropriate use of Supplementary Guidance as the principles of policy have not been properly scrutinised or tested as part of the LDP examination. Planning Circular 6/2013 (Development Planning) sets out that there has to be a sufficient hook in the LDP policies to hang Supplementary Guidance.</p> <p><b>Connecting Places</b> The public transport provision in the SG is too restrictive when compared with Policy I1 of the LDP. The LDP promotes development opportunities in localities beside or close to existing public transport networks.</p>	<p>Policy I1 – Connecting places sets out the policy context for connectivity within Renfrewshire and provides the necessary hooks for the supplementary guidance. The supplementary guidance is reflective of the general thrust emerging from draft NPF4. NPF4 states that development proposals</p>

		<p>Whereas the SG is unduly prohibitive of development in providing that “public transport networks should be accessible within 400 meters walking distances of the development.” This distance will effectively constrain some allocated and otherwise deliverable sites. This overly prescriptive and restrictive standard needs to be deleted from the SG.</p> <p>The SG requires development layouts to give priority to and allow penetration by buses. This is problematic as it is not practical for buses to access all housing developments and there is no guarantee that the service will divert should this provision be made given that it may also undermine the service to existing passengers. This bullet point is disproportionate and needs to allow greater flexibility depending on the size, layout, and location of the development. The practicality and viability of introducing such measures into a development layout must also be given due consideration.</p> <p>The SG requires that development should provide electric vehicle charging stations as an integral part of any new development or redevelopment proposal. This requirement should only relate to non-residential developments, as residential developments will make their own provision. This is also likely to be a requirement in the Building Regulations Update so it seems unnecessary to duplicate the provision.</p> <p><b>Flooding</b></p> <p>The guidance replicates part of the text in policy I3 but also adds that it “must be demonstrated that the site can be satisfactorily drained.” This is not a requirement of policy I3 and it is not considered that this is further detail to support that policy, rather this is a new provision that should not be made. The guidance requires that “The capacity of the functional flood plain to store water must not be reduced” and that “Development must not result in additional discharge of surface water” these provisions are not clearly linked to the provisions of policy I3. These provisions should have been policy requirements tested through the examination of the LDP and should therefore be deleted from the guidance. In relation to existing flood protection mechanisms, it seems unreasonable to introduce the new wording “not compromising the potential for future flood management proposals”, as that information may not be available at the time of a planning application. It is unreasonable to introduce the new requirement under bullet point 10 in relation to engineering works in the water environment and culverting of water courses. This policy was not included in the LDP and so has not been robustly tested through an examination. The bullet point that refers to land raising appears to make the policy provision much more onerous for developments than was published in policy I3 of the LDP. It is not acceptable for the guidance to change the emphasis of the LDP and therefore this clause should be deleted from the SG.</p>	<p>should aim to support sustainable travel and transport based around the 20 minute neighbourhood principal where we are reducing the need to travel unsustainably, decarbonising our transport system and promoting active travel are key</p> <p>The emerging NPF4 states that planning applications for significant travel generating uses should not be supported at locations which would increase reliance on the private car and where access to local facilities via public transport networks would involve walking or wheeling more than 400m. Criterion 4 is no different to current policy, guidance or advice set out by the Scottish Government. No changes required to criteria.</p> <p>Accept this amendment. Bullet point 5 on page 16 will be amended from:</p> <ul style="list-style-type: none"> <li>• Ensure provision is made in development layouts giving priority to and allowing penetration by buses; to</li> <li>• Where practical make provision within development layouts giving priority to and allowing penetration by buses</li> </ul> <p>Policy I4 – Renewable and Low Carbon Energy Developments provides the policy link from the local development plan for the requirement for electric vehicle charging stations to be an integral part of any new development or redevelopment proposal. The emerging NPF4 states that development proposals should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points that are provided in safe and convenient locations. The criteria in bullet point 11 will be amended to reflect this:</p> <p>Change Page 16, Bullet 11 from</p> <ul style="list-style-type: none"> <li>• Development requires to provide electric vehicle charging stations as an integral part of new development or redevelopment proposals; to</li> <li>• Development should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points as an integral part of new development or redevelopment proposals.</li> </ul> <p>Policy I3 – Flooding and Drainage sets the policy context for the more detailed flooding and drainage criteria set out in the supplementary guidance. The site being satisfactorily drained is imperative to the implementation of successful sustainable urban drainage systems and is linked to Policy I3 Flooding and Drainage. The supplementary guidance provides additional guidance to the implementation of policy I3 and are in line with SEPA's guidance, current and emerging Scottish Government policy. No change is required to the supplementary guidance.</p>
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Homes for Scotland members have not experienced this when bringing forward previous applications for housing developments.</p> <p>In reference to bullet point 5 it is unreasonable for land to be transferred at “nil value”. An appropriate alternative would be to say at an “agreed value” as nil value will not always be appropriate or practical. It is stated that the site must be transferred to an RSL or the Council prior to the delivery of any units on the primary site. It then states that the land must be accessible, serviced and readily developable. It will be for the Council or an RSL to determine its acceptability. These provisions create too many uncertainties for the developer of the primary site and all aspects of delivery may not be within their control. It is not clear what “readily developable” means as this may not be in control of the applicant.</p> <p>The provision of a commuted sum in lieu of affordable housing provision in exceptional circumstances is supported. If on site provision is possible then a commuted sum should not be required or requested by the council.</p> <p>There needs to be early visibility on the scale of any commuted sum. If the District Valuer is to be relied on for the determination of a commuted sum it should be dealt with at pre-application stage to avoid delay later in the process. The method of determining the commuted sum should be transparent and be appended to the Supplementary Guidance. The affordable housing provision should contain flexibility to allow for a hybrid approach in certain cases with a mix of units on-site combined with an element of commuted sum. There should be a reference in the SG to comply with PAN 2/2010. There must be a clear remit for where the commuted sum is to be paid and this should relate to the implications of the new development and the mitigation of those impacts.</p>	<p>The approach set out in the supplementary guidance is to ensure good placemaking in our centres along with encouraging the application of the concept of 20 minute neighbourhoods. Centres are sustainable hubs and the range and choice in these centres is important to strength the resilience. No change to the supplementary guidance is required.</p> <p>The Council are preparing a local Housing Needs and Demand Assessment to help understand local needs and to strengthen the evidence base in support affordable housing policy. This will be available to support the LDP, Supplementary Guidance and the Local Housing Strategy for the provision of affordable housing in Renfrewshire.</p> <p>The 1<sup>st</sup> paragraph on page 31 will be amended to ensure it reflects the requirements of Policy P3 of the LDP:  ‘Early discussion (pre-application stage) with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings providing up to 25% of the total site capacity as affordable homes.’</p> <p>On Page 31, the 5<sup>th</sup> bullet under off site delivery to be amended to read:</p> <ul style="list-style-type: none"> <li>• ‘Where the developer is not constructing the affordable housing the site should be transferred to the Council or a Registered Social Landlord at an agreed value. The site must be transferred to the Registered Social Landlord or the Council prior to the delivery of any units on the primary site. Only that portion of the site necessary to effectively deliver the contribution need be transferred. The transferred land must be deliverable and free from constraints. It will be for the Council or an Registered Social Landlord to determine its acceptability’</li> </ul> <p>As set out in LDP Policy P3 Housing Mix and Affordable Housing and the Affordable Housing section of the Supplementary Guidance early discussion at pre-application stage with the planning authority will be required to establish affordable housing requirements and the most appropriate mix of affordable housing to be provided on all sites of 50 or more dwellings. A hybrid approach may be considered appropriate during these discussions.</p> <p>A range of options to deliver new affordable homes on site will be considered first before the consideration off-site delivery and a commuted sum.</p> <p>The Supplementary Guidance clearly sets out the circumstance when off-site delivery and a commuted sum may be appropriate and the method for the delivery of affordable homes for each option. The option of a commuted sum for affordable homes is to deliver the requirements of Policy P3 providing up to 25 % of the site capacity.</p> <p>The guidance on page 32 clearly sets out the role of the District Valuer or a chartered valuation surveyor in setting the value of the commuted sum. As set out in Page 31 of the guidance early discussion will be required with the planning authority to determine the affordable housing requirements. If developers engage at pre-application stage the number of affordable units required will be agreed early and will form the basis of setting the value of the commuted sum.</p> <p>No further changes to the guidance on affordable housing are required.</p>
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13	Scottish Water	<p>Scottish Water is committed to working with Renfrewshire council to help deliver new development within the area and have already been working closely together in the City Deal projects which have featured in the guidance and will continue to provide help and support in ensuring their delivery. Scottish Water would ask then when the developments for the other sites are known, then contact should be made in the first instance to fully understand the water and waste water demands on the system and to highlight any areas where further studies and mitigation may be required.</p>	Noted
14	Scottish Government, including Transport Scotland	<p><b>Transport Assessment</b></p> <p>Page 49 - A transport assessment requires to be carried out to quantify the traffic and transport implications arising from intensification of use, change of use or new developments that require planning permission. It can also help prioritise measures which reduce the need to travel, promoting more sustainable patterns of development, reducing car use and encouraging walking, cycling and use of public transport.</p> <p>An early indication of the scale of any potential transport impact arising from a proposed development will influence the level and type of assessment required. The scope of the assessment should be discussed early in the process with the Council and where required Transport Scotland. A Transport Assessment must consider:</p> <ul style="list-style-type: none"> <li>• Existing infrastructure and characteristics of the site and its surroundings;</li> <li>• Baseline transport data;</li> <li>• Travel characteristics including pedestrian and cyclist information;</li> </ul>	<p>Accept proposed changes, the bullet points on page 49 will be amended to reflect this list:</p> <ul style="list-style-type: none"> <li>• Existing infrastructure and characteristics of the site and its surroundings;</li> <li>• Baseline transport data;</li> <li>• Travel characteristics including pedestrian and cyclist information;</li> <li>• Existing public transport provision;</li> <li>• The road network surrounding the site;</li> <li>• Impacts from any committed developments;</li> <li>• Description of the proposed development, including parking provision</li> <li>• Estimates of person and vehicle trip generation for the proposed development;</li> <li>• Proposed access arrangements for walking, cycling, public transport and vehicles;</li> <li>• Proposed transport improvements or potential transport interventions;</li> </ul>

		<ul style="list-style-type: none"> <li>Existing public transport provision;</li> <li>The road network surrounding the site;</li> <li>Impacts from any committed developments;</li> <li>Description of the proposed development, including parking provision</li> <li>Estimates of person and vehicle trip generation for the proposed development;</li> <li>Proposed access arrangements for walking, cycling, public transport and vehicles;</li> <li>Proposed transport improvements or potential transport interventions;</li> <li>How the location, layout and design of the development will influence the choice of travel mode, potentially through preparation of a Travel Plan;</li> <li>The transport implications of freight or service operations;</li> <li>Likely content of any planning obligation (Section 75 Agreement); and</li> <li>Road safety, and the need for a road safety audit.</li> </ul> <p><b>Parking</b> Page 16 - Reference to vehicle parking on p16 states that ‘The provision of parking for vehicles... is made in accordance with national standards’ and p15 states that in respect of hot food takeaways, ‘suitable parking and servicing arrangements must be provided to serve the proposed use.’ Consider that these references could be amended to better reflect emerging policy in draft NPF4 which does not include national standards and encourages low levels of parking in suitable locations. The provision of parking should be considered locally, in line with national guidance. With regards to hot food takeaway, there may be locations where parking is not required, requiring suitable access, especially by sustainable modes, in more in line with the direction of travel of national policy.</p> <p><b>Freight</b> Page 6 – Refers to Burnbrae, Linwood and the potential to develop an Intermodal terminal providing sustainable road/rail freight transfers, with opportunities to remove goods vehicles from the road network. Consideration could also be given to how other important freight sites e.g. Hillington / Renfrew could be made more sustainable and support the decarbonisation of freight.</p> <p><b>Airports</b> Page 7 - States that there is an ‘Opportunity to enhance access to Glasgow Airport’ Further, there is support for uses such as car parking and storage and distribution. This should say access by sustainable modes in order to better reflect transport policy ambitions in NPF4 and NTS2. Also suggest compatible uses also include transport links by sustainable modes.</p> <p><b>Vacant and Derelict Land</b> Whilst there is evidence that the draft supplementary guidance references a requirement to consider the re-use or re-development of brownfield land before new development takes place on greenfield sites we suggest a stronger position could be adopted given the strengthened policy position on vacant and derelict land and buildings in the current draft NPF4.</p>	<ul style="list-style-type: none"> <li>How the location, layout and design of the development will influence the choice of travel mode, potentially through preparation of a Travel Plan;</li> <li>The transport implications of freight or service operations;</li> <li>Likely content of any planning obligation (Section 75 Agreement); and</li> <li>Road safety, and the need for a road safety audit</li> </ul> <p>Accept Change Bullet point 6 on page 15 will be amended from:</p> <ul style="list-style-type: none"> <li>Suitable parking and servicing arrangements must be provided to serve the proposed use; to</li> <li>Where required, suitable parking and servicing arrangements must be provided to serve the proposed use.</li> </ul> <p>Bullet point 9 on page 16 will be amended from:</p> <ul style="list-style-type: none"> <li>The provision of parking for vehicles, including disabled parking and parking for cycles and motorcycles, is made in accordance with national standards; to</li> <li>Development proposals should consider the need to supply safe and convenient cycle parking, and where appropriate motorcycles, visitor parking and disabled parking with consideration given to the type, mix and use of development, car ownership levels, the surrounding uses and the accessibility of the development by sustainable modes when considering parking provision for other vehicles.</li> </ul> <p>Accept Change Page 6 Hillington/ Renfrew North – Challenges / Opportunities add new line after 2<sup>nd</sup> paragraph:</p> <p>Opportunity to consider more sustainable modes of transport and the decarbonisation of freight.</p> <p>Accept Change Page 7 Area to the north of Paisley Town Centre – Challenges/ Opportunities. Sentence will be amended from:</p> <ul style="list-style-type: none"> <li>Opportunity to enhance access to Glasgow Airport and the Advanced Manufacturing and Innovation District Scotland; to</li> <li>Opportunity to enhance access to Glasgow Airport and the Advanced Manufacturing and Innovation District Scotland through sustainable modes of travel and transport.</li> </ul> <p>The overarching nature of this is reflected in the implementation of the spatial strategy as well as the policies and proposals of the local development plan as well as throughout the guidance and advice of the supplementary guidance . No change to the supplementary guidance.</p>
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## APPENDIX 1 – New Development Supplementary Guidance Consultation Replies 2022

15	Mr Kerry Mackendrick	<p>Page 42 – <b>Regional Parks</b> Add an additional bullet point</p> <ul style="list-style-type: none"> <li>It complies with the Policies in the NPF4 issued by the Scottish Government</li> </ul> <p>The proposed development at Burnfoot Road appears contrary to NPF4 policies as it is on green belt land, within Clyde Muirshiel Regional Pak, on land that has been in productive agricultural use for the past 4 years and in a designated flood risk area.</p> <p>Page 46 – <b>The Water Environment</b> Add an additional bullet point</p> <ul style="list-style-type: none"> <li>Assessment is required of existing surface water and foul drainage systems to water treatment plants, where large scale new housing or commercial development is proposed, regarding the potential hazard to public health from flooding discharges into river and inland loch waterways, and increased future risk predicted due to climate change.</li> </ul>	<p>The local development plan and new development supplementary guidance are written within a policy hierarchy and reflect the aspirations of national policies. No change to the supplementary guidance is required.</p>
16	SEPA	<p>It is our understanding that the supplementary guidance provides additional information in respect of policies, set out in the local development plan, which specify which matters are to be dealt with in supplementary guidance.</p> <p><b>Flooding and Drainage</b> It may be sensible to consider updating the guidance when NPF4 is enacted and stating this revision as a future action.</p> <p>SEPA has no issues with the flood risk criteria set out in the supplementary guidance and welcomes the further references to a precautionary approach and avoidance, being included in the first two criteria.</p> <p>We believe that the supplementary guidance may be further enhanced if the following points are included.</p> <ul style="list-style-type: none"> <li>A specific reference to climate change (CC) and design standards for flood risk and land use planning decisions and Renfrewshire’s Drainage Impact Assessment guidance. SEPA recommend a CC allowance for all development. Renfrewshire Council declared a CC emergency in 2019 and may wish therefore to consider if an allowance for CC for new developments should be a requirement. You may wish to consider requiring new development either avoids the 200yr plus CC floodplain (as proposed in the draft NPF4) or include it within the setting of Finished Floor Levels (FFL) (200yr plus CC plus freeboard).</li> <li>Reference to SEPA’s vulnerability guidance would be helpful in understanding the context of development proposals and flood risk expectations.</li> <li>It is entirely possible that development protected by a Flood Protection Scheme will be proposed. We would therefore recommend a reference to SEPA’s Planning Information Note 4 (PIN4) which outlines our position relating to proposed development protected by a Flood Protection Scheme. The position is embedded in SEPA’s Flood Risk Planning Guidance and reflects our interpretation of Scottish Planning Policy 2014 (SPP) and our duties under the Flood Risk Management (Scotland) Act 2009.</li> <li>SEPA require safe pedestrian access/egress in the event of flooding. Renfrewshire Council may wish to consider also including a requirement for safe vehicular access/egress.</li> </ul> <p><b>Air Quality</b> SEPA welcomes the Council's position that an air quality assessment will be required close or adjacent an Air Quality Management Areas(AQMA). There have been no exceedences within the 3 AQMAs (Paisley,</p>	<p>One NPF4 is adopted it will form part of the Development Plan for Renfrewshire and will provide the most up to date policy position in the assessment of planning applications. No change to the supplementary guidance is required</p> <p>Noted.</p> <p>Accepted:</p> <p>Page 17 – Flooding and Drainage, bullet 1 will be amended to read, ‘Development proposals require to adopt a precautionary approach to the reduction of flood risk from all sources and comply with the principles of sustainable flood risk management and strengthen resilience to the current and future impacts of climate change in line with Scottish Government policy.’ Page 51 of the guidance sets out the requirements of a Flood Risk Assessment, bullet 1 will be amended to read ‘ Identifying and quantifying the source of flooding taking into account the effects of climate change’.</p> <p>Policy 13 and the associated guidance in the supplementary guidance is clear that national policy and SEPA’s guidance on flood risk and drainage requires to be considered when preparing development proposals. There is no need to repeat this guidance in the supplementary guidance. No amendments are required.</p> <p>An additional bullet point will be added to page 17 – Flooding and Drainage which will read, ‘It has been demonstrated that a safe operation and access/egress can be achieved during the design flood event.’</p>



		<p>Johnstone and Renfrew) for several years so by rights they could be revoked. However, their annual progress report has highlighted several major developments which may impact on air quality in the future and the supplementary guidance should enable the mitigation of any potential air quality impacts.</p> <p><b>Renewable and Low Carbon Energy Developments proposals</b>  Planning is instrumental in securing both passive and active energy efficiency measures within development by supporting appropriate development densities in the right places, ensuring building and development layouts maximise solar gain, and securing planting and other means for natural cooling. The SG should include efficiency requirements to ensure that the policy requirements can be delivered in practice.</p> <p>The SG provides a useful overview of the land use planning policy context of renewable and low carbon energy development within the council boundary, noting the constraints for wind development because of Glasgow Airport. The document provides clear guidance on the requirements to which planning applications for renewable and low carbon energy developments must adhere. The following comments provide additional information to further support the objectives of the document.</p> <p>There are no references to Local Heat and Energy Efficiency Strategies (LHEES) within the document. The implementation of LHEES has yet to commence and this complicates the integration of strategies which contain spatial information and policy guidance relating to development opportunities for Renewable and Low Carbon Energy. However as outlined in the Heat in Buildings Strategy (October 2021), LHEES documents will provide a framework for taking an area-based approach to heat and energy efficiency planning and delivery, and their development processes will provide an important platform to consider both local community and wider national infrastructure issues. It is therefore important that the SG is cognisant of LHEES and potential opportunities for identifying and delivering appropriate energy generation proposals and that meaningful policy levers are embedded within the document as far the council sees fit.</p> <p>SEPA currently, in line with the Thermal Treatment of Waste Guidelines 2014, requires a Heat and Power Plan to be submitted with any planning application for an energy from waste facility. You may wish therefore to include a reference to the requirement for Heat and Power plan submissions.</p> <p>We recommend the inclusion of a requirement for applications for renewable or low carbon energy developments to include proposals for energy storage on site wherever possible.</p> <p>Under the heading of Tourism, is a requirement for development proposals to include the incorporation of a design which promotes energy efficiency and the use of low carbon generating technologies. We support this requirement and would request that it is extended to all development types to reduce energy consumption as far as possible within new development proposals.</p>	<p>Page 47 of the supplementary guidance is clear that ‘any potential significant impact on local air quality from development within or adjacent to the existing air quality management areas will require to be mitigated.’ No change required.</p> <p>Policy I7 Zero and Low Carbon Buildings of the local development plan and associated guidance in the supplementary guidance provides a policy framework to support this. In addition, Renfrewshire’s Places Design Guidance provides design advice in relation to delivery of sustainable development. No amendments to the supplementary guidance are required.</p> <p>The local development plan and associated guidance in the supplementary guidance provides a policy framework to support the preparation of Local Heat and Energy Efficiency Strategies (LHEES) as they emerge. No change to the supplementary guidance is required.</p> <p>Page 18 of the supplementary guidance requires SEPA’s Thermal Treatment of Waste Guidelines must be followed where development involves recovering energy from waste. It is not necessary to repeat the requirement of this guidance.</p> <p>New bullet added to Page 18 to read ‘development proposals for renewable or low carbon energy developments to include proposals for energy storage on site wherever possible’.</p> <p>Policy I7 Zero and Low Carbon Buildings of the local development plan addresses this. No amendments to the supplementary guidance are required.</p>
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**To: Planning and Climate Change Policy Board**

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: A Guide to Development in Conservation Areas 2022**

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## **1. Summary**

- 1.1 This report presents the Guide to Development in Conservation Areas 2022. The guide supports the Local Development Plan 2021 and the New Development Supplementary Guidance providing advice on new development proposals or work to a property within a conservation area.
- 1.2 A copy of the Guide to Development in Conservation Areas can be found [here](#).
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
- (i) Approve the publication of the Guide to Development in Conservation Areas 2022.
- 

## **3. Background**

- 3.1 There are 8 conservation areas within Renfrewshire which require to be safeguarded and enhanced due to their architectural or historic interest. The guide aims to ensure that any new development and/or alterations/works preserves and enhances the character and appearance of conservation areas.
- 3.2 The guide supports the Local Development Plan 2021 and sets out the different types of consent that may be required when undertaking development within a conservation area.

It also outlines general advice for new development proposals and/or works as well as setting out overarching conservation area principles.

3.3 The guide puts a spotlight on the following areas:

- New build;
- Demolition;
- Extensions;
- Doors & porches;
- Windows;
- Dormers & rooflights;
- Roofs & chimneys;
- Garages;
- Satellite dishes;
- Boundaries, gardens, drives;
- Trees;
- Shopfronts.

3.4 The principle messaging in the guide is for preservation and re-use and where there are alterations, additions or changes then these must be sympathetic to the character and appearance of the conservation area.

#### 4. Next Steps

4.1 Following approval by the Board, the Guide to Development in Conservation Areas 2022 will be available online at the Council's webpages.

4.2 The design advice will become a material consideration in the assessment of new development proposals and works in a conservation area.

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#### Implications of the Report

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** – None.
4. **Legal** - None.
5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & Human Rights** -

- (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights.

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

8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **COSLA Policy Position** - None.
13. **Climate Risk** – None.

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#### Appendix 1 – A Guide to Development in Conservation Areas 2022

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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Planning Enforcement Charter 2022**

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## **1. Summary**

- 1.1 This report presents the updated Renfrewshire Planning Enforcement Charter.
  - 1.2 The Town and Country Planning (Scotland) Act 1997 (as amended) requires the planning enforcement charter to be reviewed every two years.
  - 1.3 The planning enforcement charter sets out the process and procedures for how and when planning will deal with a breach of planning control.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approve the Renfrewshire Planning Enforcement Charter 2022 which can be found [here](#).
- 

## **3. Background**

- 3.1. The Renfrewshire Planning Enforcement Charter sets out the process and procedures for how and when the Council will deal with a breach of planning control. It provides information and advice as to how a suspected breach of planning control can be brought to the attention of Renfrewshire Council.
- 3.2. Service standards and timescales are highlighted in the charter with a commitment to dealing with breaches of planning control through prioritisation of action depending on the seriousness of the breaches of planning control.

#### 4. **Planning Enforcement Charter 2022**

- 4.1. The revised Planning Enforcement Charter outlines the role of the Council the applicable policies and procedures and the standards of service to be expected.
- 4.2. The charter notes that the purpose of planning enforcement is to find a solution or to deal with the issue rather than seek to punish.
- 4.3. It should be noted that planning enforcement is a discretionary power for local authorities and each case is considered in terms of the nature of the planning breach and the wider public interest.
- 4.4. The Enforcement Charter outlines that following issues will be prioritised:
  - Significant detrimental impact on public safety;
  - Irreversible damage to listed buildings;
  - Significant detrimental impact on amenity;
  - Impact on trees protected by Tree Preservation Orders/in Conservation Areas.

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

- 5.1. If approved, the updated planning enforcement charter will replace the current enforcement charter.
- 5.2. The Council's Planning Team will continue to keep the effectiveness of the enforcement charter under review and future updates will be presented to Board when required.

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

1. **Financial** – The extent and details of the additional duties is still to be confirmed.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** –  
The Charter assist in promoting Renfrewshire as a place to live, work and visit.
4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.



## **7. Equality & Human Rights -**

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

## **Appendix 1 – Renfrewshire Planning Enforcement Charter 2022.**

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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Developer Contributions**

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## **1. Summary**

- 1.1 At the meeting of the Communities, Housing and Planning Policy Board on 17th August 2021 it was agreed that officers would undertake further investigations in respect of developer contributions received in relation to Section 50, Section 69 and Section 75 agreements.
  - 1.2 This report provides an update on the investigations undertaken to date and status of the monies currently held by the Council.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - Note that a separate paper will consider the funds held in respect of the development known as Station Rise, Lochwinnoch.
    - Note that £100,000 is held in respect of improved road transportation links at Braehead.
    - Note that £40,000 is held in respect of a pedestrian crossing at Abbotsinch Retail Park;
    - Note that £50,000 is held in respect of artwork at Ferry Village;
    - Note that further investigation is required in respect of monies held in respect of contributions to Fastlink and the art fund at Ferry Village; and
    - Note that an annual report will be brought to the Planning and Climate Change Policy Board in August which outlines the funds held and their purpose in respect of all current S69 or S75 legal agreements associated with planning permissions in Renfrewshire.
-

### **3. Background**

- 3.1 At the meeting of Council on 13 May 2021, a motion was carried which instructed Officers to expedite confirmation of the legal status of monies received in respect of a Section 50 agreement. The Section 50 agreement in question relates to a planning application which was approved at Station Rise, Lochwinnoch.
- 3.2 In addition, Council also requested that a Report be prepared in respect of other monies which the Council have received in respect of other such agreements relating to planning applications.
- 3.3 At the meeting of the Communities, Housing and Planning Policy Board on 17<sup>th</sup> August 2021, a report was presented which detailed monies currently held by the Council, however it explained that further investigation was required in respect of some of the monies involved to clarify the status and purpose of the funds concerned.

### **4. Monies Held**

- 4.1 Officers have sought to investigate the monies which are currently held by the Council and the details are noted below.

#### Section 50, Station Rise, Lochwinnoch

- 4.2 As noted above, £44,000 is currently held in respect of the Section 50 agreement which relates to planning application 90/0661/PP, known as the Station Rise development.
- 4.3 The consideration and allocation of the £44,000 is subject to a separate paper to be considered by the Communities, Housing and Planning Policy Board.

#### S69 Renfrew – Kings Inch Road/Ferry Road/Meadowside Street/Neil Street, Renfrew

- 4.4 Planning application 02/0660/PP relates to the erection of residential development with ancillary retail and restaurants (in principle) at Kings Inch Road/Ferry Road/Meadowside Street/Neil Street, Renfrew.
- 4.5 As previously reported, a legal agreement relating to the development included an obligation for the applicant to contribute towards rail halts and similar transport related infrastructure. As a result of uncertainty over the timing, routing and funding of such infrastructure, the infrastructure in question has never come forward.
- 4.6 The obligation was discharged following payment of the sum of £100,000 to Renfrewshire Council and the variation of the associated legal agreement.
- 4.7 The varied legal agreement noted the payment of £100,000 as an infrastructure contribution to facilitate and improve road transportation links to the development.

- 4.8 To date this money is held by the Council. There are no restrictions in terms of when this money requires to be expended.
- 4.9 Environment and Infrastructure have been made aware of the monies to ensure a suitable project(s) comes forward. Details of the proposal to utilise these monies will be brought back to the relevant Board in due course.

#### Fastlink Contributions

- 4.10 Various planning applications have related to developments at King Inch Road, and Ferry Village, Renfrew with a number of applications agreeing to a financial contribution towards the bus rapid transit system known as Fastlink.
- 4.11 The contributions in question were secured via S69 or S75 legal agreements
- 4.12 As previously reported £26,000 has been received in respect of Fastlink in connection with various planning applications at King Inch Road, and Ferry Village, Renfrew.
- 4.13 It should be noted that the Proposed Local Development Plan no longer requires planning applications to contribute to Fastlink as the proposal is no longer being progressed.
- 4.14 Following the Developer Contributions Report which was considered at the Communities, Housing and Planning Policy Board in August 2021, further investigation have been undertaken in order to identify applicants, understand the terms of the agreements in question and confirm the legal status of the monies received.
- 4.15 The further investigations undertaken have not yet been concluded and, in this regard, it is proposed that the ongoing investigations continue to clarify matters in respect of the monies received. It is hoped that we will be able to provide an update at the next meeting of the Communities, Housing and Planning Policy Board.

#### S69 Abbotsinch Retail Park

- 4.16 A Section 69 agreement secured funds of £40,000 in respect of a planning application at Abbotsinch Retail Park.
- 4.17 Upon further investigation, it has been confirmed that the £40,000 was received in respect of planning application 16/0878/PP which concerned the *erection of non-food retail warehouse with associated car parking and servicing (Amendment to Planning Consent 16/0355/PP to include a free-standing building, amended floorspace layout and alterations to external parking and servicing layout)* at Abbotsinch Retail Park.

- 4.18 The funds received relate to a sustainable transport contribution and more specifically require to be used towards the installation of a pedestrian crossing on Renfrew Road so as to facilitate pedestrian access to the application site from the bus stop on Renfrew Road.
- 4.19 The Section 69 agreement requires that the funds in question are returned should they not be expended 10 years after their receipt. The funds in question therefore require to be spent by 1<sup>st</sup> June 2027.
- 4.20 In light of the above, planning officers will now liaise with colleagues in Environment and Infrastructure in order to progress the spend of the contribution in line with the terms of the agreement.

#### S75 Ferry Village, Renfrew

- 4.21 A Section 75 agreement in connection with the Ferry Village development provided £292,250 in respect of upgrades to local primary schools and an art fund.
- 4.22 The upgrades to the respective schools have been completed leaving £50,000 remaining unspent.
- 4.23 The unspent £50,000 relates to an art fund and this money is currently held by the Council.
- 4.24 We are currently seeking further advice in relation to the funds held however it is the intention to liaise with colleagues in Marketing and Communications with a view to commissioning a piece of artwork following a public competition which could be sited in or around Ferry Village.

### **5. Future Monitoring**

- 5.1 In order to keep members updated on the developer contributions held by Renfrewshire Council, as previously agreed, an annual report on such matters be brought to the Planning and Climate Change Policy Board.
- 5.2 The proposed report will outline the monies received that year, funds held and the purposes of the funds.
- 5.3 It is intended that the next annual report will be considered at the August 2022 meeting of the Planning and Climate Change Policy Board.

### **6. Conclusion**

- 6.1 Funds are currently held by Renfrewshire Council in respect of the following developments:
- £100,000 in respect of improved road links to Braehead Shopping Centre;
  - £40,000 in respect of a pedestrian crossing at Abbotsinch Retail Park;
  - £50,000 in respect of an art fund at Ferry Village; and

- £26,000 in respect of various developments contributing towards Fastlink.
- 6.2 Further investigation requires to be undertaken in respect of the monies held in respect of Fastlink contributions (£26,000) and the art fund at Ferry Village (£50,000). A further report will be brought to Communities, Housing and Planning Policy Board to provide clarification on the position of the funds in question.
- 6.3 An annual report will be brought to the Planning and Climate Change Policy Board which outlines the funds held with Renfrewshire Council in respect of planning obligations and their purpose.
- 

### **Implications of the Report**

1. **Financial** – monies should be released to the appropriate service as required to meet the obligations set out in the associated legal agreement or returned to the applicant where applicable.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** – None.
4. **Legal** – the obligation as stated in respective Section 50 agreement relating to planning application (90/0661/PP) will be required to be discharged.

In addition, obligations relating to other legal agreements will also require to be discharged or varied where monies have been spent, returned or agreement is reached to repurpose the funds.

5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & 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
8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **Cosla Policy Position** – None.
13. **Climate Risk** – N/A.

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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Lochwinnoch – Station Rise Developer Contribution**

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## **1. Summary**

- 1.1 In August 2021 members considered a report confirming that there exists £44,000 in an unallocated financial contribution relating to a housing development in Lochwinnoch dating from the 1990s.
  - 1.2 Following consultation with the Community Council and local groups this report recommends a suggested approach to the allocation of this outstanding funds.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Notes Lochwinnoch Community Council's involvement in co-ordinating the local community's input to this exercise and their suggested distribution of the available funding;
    - (ii) Approves the proposed use of the funding;
    - (iii) Agrees to transfer the funds outlined to the groups and organisations itemised in Appendix 1 of this report;
-

### **3. Background**

- 3.1 Planning application 90/0661/PP concerned the erection of a residential development (in outline) at land at Church Street/Lochlip Road, Lochwinnoch and was granted planning consent subject to conditions and a Section 50 legal agreement on 24 February 1992. The new housing development took on the street name "Station Rise".
- 3.2 The Section 50 agreement resulted in Renfrew District Council (the then local authority) receiving a payment of £40,000 in respect of providing a suitable industrial site within Lochwinnoch. It is however noted that the £40,000 was never utilised. It is assumed that industrial land was delivered elsewhere in Lochwinnoch by another party in respect of a separate obligation.
- 3.3 In this regard Renfrewshire Council currently now holds £44,000 in this regard (with accrued interest).
- 3.4 The local community requested that the monies are reallocated to other projects that benefit the local community.

### **4. Funding Proposals**

- 4.1 Following an extensive period of consultation, whereby the Community Council invited applications from local groups for project funding, deliberated upon them in a public meeting, and then met to arrive at conclusions. Attached at Appendix 1 to this report is the Community Council's recommendations.
- 4.2 The Community Council have applied a degree of judgement against the applications received and a number of groups have not been supported to the level they wished to be in their applications. All groups involved have confirmed to the Community Council that they believe the process followed was transparent and fair.
- 4.3 All of the groups / organisations listed are constituted and have their own bank accounts.
- 4.4 Ogilvie Homes (as the original contributor of the funding) have been consulted on the proposed projects to be funded and they are happy for the Council to proceed on this basis.

### **5. Next Steps**

- 5.1 If Board approve the recommendations contained in the report, arrangements will be made with the groups / organisations listed for the transfer of the funds outlined in Appendix 1 to this report.

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### **Implications of the Report**

- 1. **Financial** – None. The £44,000 outlined in the report is already held in a Council account for this purpose.
- 2. **HR & Organisational Development** – None.

3. **Community/Council Planning** – Opportunity being offered to community council to co-ordinate distribution of available funding to local groups and organisations.
4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & Human Rights**
  - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report.
8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** - None.
12. **COSLA Policy Position** – Not Applicable.
13. **Climate Risk** – Not Applicable.

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**List of Background Papers**

None.

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**Ogilvie Homes Developer Fund****Lochwinnoch Community Council Recommendations**

<b>GROUP</b>	<b>PROJECT/EQUIPMENT</b>	<b>FUNDING RECOMMENDED</b>
Lochwinnoch Primary School Parent Council	Art boards for playground	£108
Lochwinnoch Primary School Parent Council	P1/2 outdoor chalk boards	£132
Lochwinnoch Primary School Parent Council	Decathlon sports equipment	£350
Lochwinnoch Primary School Parent Council	P1/2 outdoor storage facilities	£719
Lochwinnoch Primary School Parent Council	Embankment slide	£3680
Lochwinnoch Primary School Parent Council	Waterproofs school set	£1361
	<b>Group Subtotal</b>	<b><u>£6350</u></b>
Dementia Friendly Group	Film licence purchases	£200
Dementia Friendly Group	Coach hire	£225
	<b>Group Subtotal</b>	<b><u>£425</u></b>
Lochwinnoch Community Development Trust	Annexe mural	£2000
Lochwinnoch Community Development Trust	Samba band instrument purchase	£472
Lochwinnoch Community Development Trust	Defibrillators purchase and installation	£4980
	<b>Group Subtotal</b>	<b><u>£7452</u></b>
Lochwinnoch Youth Project	I.T. suite hardware	£687
Lochwinnoch Youth Project	Camping equipment	£2896
Lochwinnoch Youth Project	Water sports equipment	£1334
	<b>Group Subtotal</b>	<b><u>£4917</u></b>
Lochwinnoch Community Garden	Raised beds, containers, soil, fertiliser	£1800
Lochwinnoch Community Garden	Plants and seeds	£400
	<b>Group Subtotal</b>	<b><u>£2200</u></b>

Lochwinnoch Gala Day	Electrical generators, gazebos	£5500
Lochwinnoch Toddlers Group	Toddlers 'Play Palace'	£4212
Lochwinnoch Bowling Club	Bowling green upgrades/repairs	£8000
Community Larder/Lochwinnoch Primary School	Cooking equipment	£2000
Lochwinnoch Arts Festival	Mobile stage lighting	£500
Lochwinnoch Welcomes	Local guide book design/printing	£1600
Lochwinnoch Force For Nature	Swift boxes	£844

**TOTAL £44,000**





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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Site Development Briefs – West of Barochan Road, Houston**

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**1. Summary**

- 1.1 A site development brief has been prepared for the site at West of Barochan Road in Houston, a recently allocated residential site within the Renfrewshire Local Development Plan (2021).
  - 1.2 The site development brief identifies a number of factors that require to be addressed in preparing development proposals for these sites.
  - 1.3 A copy of the site development brief is attached at Appendix 1.
- 

**2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approve the site development brief relating to the site at West of Barochan Road, Houston.
- 

**3. Site Development Brief – West of Barochan Road, Houston**

- 3.1 The site development brief relating to West of Barochan Road, Houston sets out a planning framework for the site.
- 3.2 The site development brief highlights a number of considerations which require to be taken into account when preparing a development proposal for the site.

The factors include:

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

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

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

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### **Implications of the Report**

- 1. **Financial** – The extent and details of the additional duties is still to be confirmed.
- 2. **HR & Organisational Development** – None.
- 3. **Community/Council Planning** –

Reshaping our place, our economy, and our future – the proposed site development briefs set out a framework for supporting, encouraging, and delivering sustainability, climate change adaption, reaching Net Zero, biodiversity gain and creating great places.

- 4. **Legal** – None.
- 5. **Property/Assets** – None.
- 6. **Information Technology** – None.



## 7. **Equality & Human Rights -**

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

8. **Health & Safety** – None.

9. **Procurement** – None.

10. **Risk** – None.

11. **Privacy Impact** – None.

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

13. **Climate Risk** – The proposed site development briefs seek to ensure that any development coming forward is undertaken in a sustainable manner and aids the adaption required as a result of climate change.

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

- West of Barochan Road, Houston.

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# **SITE DEVELOPMENT BRIEF**

**Land West of  
Barochan Road,  
Houston**

**2022**



This brief sets out a planning framework for the site at land West of Barochan Road, Houston which is allocated in the Renfrewshire Local Development Plan (2021) for residential use.

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

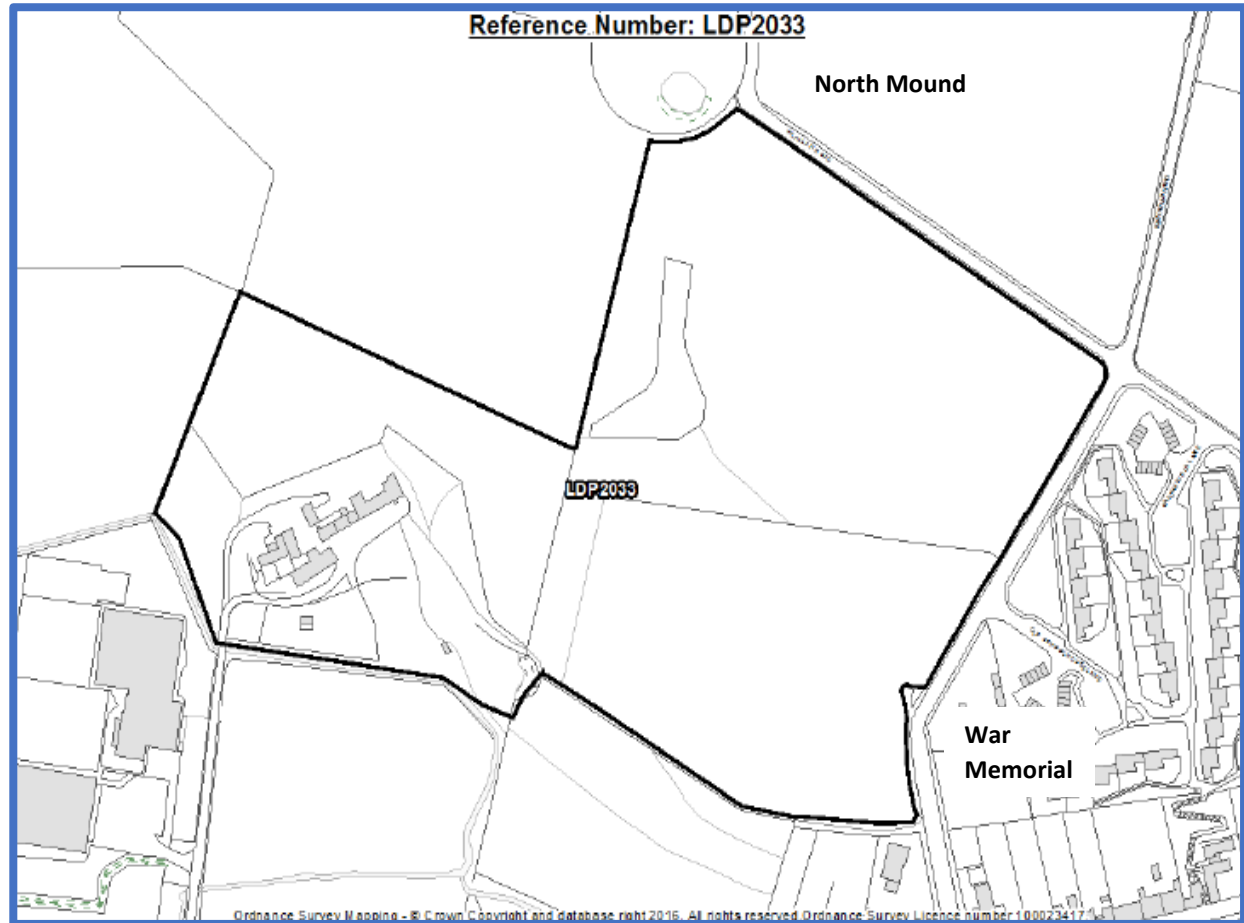
### Site Context

The site consists of irregularly shaped open grazing fields along with an existing house and kennels.

Most of the site consists of undulating rough grazing fields, with areas of overgrown shrubby vegetation. The tree belt along the northern boundary is well established and effectively screens the site when approaching the settlement from the north. The site slopes down from north to the south where it meets existing housing.

The site sits adjacent to Houston Conservation Area with the North Mound Scheduled Monument and a War Memorial in close proximity.

Vehicular access is available from Barochan Road with opportunities to link into the surrounding path network.



## Site Layout and Building Design

Residential development of the site requires to be at a density which reflects the surrounding area incorporating well designed landscaped areas and include a mix of housing types (detached and semi-detached and terraced houses) and tenure including new affordable homes.

The proposal requires to demonstrate how inclusive design will be achieved with the development relating to and linking well with the surrounding residential area. The design and finishing materials of the new houses will also require to relate to the existing adjoining residential areas.

The layout and design of the site should add to and enhance the setting of Houston Conservation Area with particular consideration given to the setting of the adjacent North Mound Scheduled Monument and War Memorial. The development will required to be set back from the ridge line along the northern boundary safeguarding views to and from North Mound.

The housing on the site will required to be well integrated in terms of style, appearance and materials with a high standard of development layout and design.

Renfrewshire's Places Design Guide sets out further guidance in relation to sustainable place making and design and this requires to be reflected in any development proposal:

<http://www.renfrewshire.gov.uk/article/3041/Development-Planning-Guidance>

## Landscaping and Boundary Treatments

An established hedge is located to the north with a well-established belt of trees beyond. In the western area of the site there is an area of shrubby vegetation. Located in the south out with the site there is an area of established mature woodland.

Development must protect existing trees, including the tree belt along the northern boundary, protecting important habitats and biodiversity as well as maintaining the existing natural screening which will assist in visually containing the site.

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

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

There is a presumption against any tree removal on site and any proposed development should be designed to take account of existing trees on site. Should the development proposal identify the removal of any trees, a detailed justification together with a comprehensive landscaping scheme and appropriate compensatory planting will be required.

Residential development will be required to add to and enhance the existing green network by ensuring that new on site green

infrastructure is incorporated with links into the wider green network.

Boundary treatment using high quality materials and planting will be required to define public and private spaces contributing to the areas character.

### Accessibility

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

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

The site layout must provide safe routes for pedestrians, cyclists and vehicular traffic to move through the development including direct routes for all users. Particular focus requires to be given to the movement of pedestrians and cyclists to promote active travel.

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

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

### Flood Risk and Sustainable Urban Drainage Systems

The majority of this site is not impacted from a flood risk perspective, however, it is adjacent to the 1:200-year fluvial outline of the Houston Burn. It will be necessary to make sure that all development is set back and above this watercourse and a buffer strip will be required to separate the watercourse and development.

A detailed Flood Risk Assessment and Drainage Strategy will be required to confirm the developable extent of the site and ensure that there is no impact from the development to surrounding areas.

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

### Renewables/Sustainability

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



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

### Digital Connections

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

### Affordable Housing

Affordable housing requirements for this site will be 25% of the total site capacity, which will require to be provided on-site.

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

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

### Education Provision

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

It is likely that a developer contribution will be required for education infrastructure as a direct result of the new development.

### Open Space Provision

Children's play areas are sought for all housing developments in excess of 50 units. Provision should be the equivalent to 1 square metre per house in the form of a single area serving 50-150 units.

The open space should contain play equipment which is central to the layout, with natural surveillance from streets and houses with good landscaping.

### Supporting Information

Bat roost potential has been identified within the roof spaces of the farm buildings around the kennels. Bat surveys would be required prior to any work being done on these buildings.

A planning application should be accompanied by the following information:

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



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

**On: 14 June 2022**

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**Report by: Chief Executive**

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**Heading: Tree Preservation Order Request**

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## **1. Summary**

- 1.1 This report responds to requests to apply a Tree Preservation Order (TPO) to sites in Erskine and Inchinnan.
  - 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 a tree preservation order is made in relation to the two sites proposed.
- 

## **2. Recommendations**

- 2.1 It is recommended that the Board:
    - (i) Approve the need for a tree preservation order in respect of the tree group known as Sandieland Wood and agree that officers proceed to prepare the order, serve it on relevant parties and make the order available to the public and seek representations.
    - (ii) Approve the need for a tree preservation order in respect of the tree group known as Erskine Hotel Wood and agree that officers proceed to prepare the order, serve it on relevant parties and make the order available to the public and seek representations.
-

### 3. **TPO Requests**

- 3.1. Two requests have been received in respect of suggested wooded areas where tree preservation orders should be made. Both sites in question have been assessed.
- 3.2. The two areas in question are as follows:
  - Sandielands Wood, Inchinnan;
  - Erskine Hotel Wood, located between the A726 and the Mutha Hotel; and

### 4. **Renfrewshire Planning & Development Tree Policy 2022**

- 4.1. The Renfrewshire Planning & Development Tree Policy 2022 was approved by the Communities, Housing and Planning Policy Board in March 2022.
- 4.2. The approved policy outlines how tree preservation orders (TPO) are made and the process that is followed when requests are received.
- 4.3. In light of the above, the sites in question have been assessed and a recommendation provided in respect of the amenity value of the trees in question. The assessments undertaken in respect of each of the three sites in question are detailed below.

### 5. **TPO Considerations**

#### **Sandieland Wood**

- 5.1. The Sandieland Wood is located southeast of Torran Drive, Erskine and is currently surrounded by farmland with recent suburban housing estates to the northwest and southwest. The woodland in question is detailed in Appendix 1.
- 5.2. The woodland is of a linear shape on a slight elevation in an otherwise flat landscape. It is bounded by a low dry stone retaining wall, similar to the nearby Teucheen Wood TPO and SINC.
- 5.3. It is significant to note that part of the woodland is currently subject to a planning application which is currently under consideration and concerns the erection of a residential development comprising fifty-nine dwellinghouses and twenty-four flats, including access, drainage, landscaping and associated works (22/0178/PP).
- 5.4. The woodland comprises mature mixed woodland of plantation origin, which is dominated by Pedunculate Oak (>50% of the canopy), Scot's Pine (c15% of canopy), Beech (10%) and Silver Birch (10%). Canopy gaps occupy about 15% of the site, mainly where an old, silted up and vegetated hollow shows where a pond used to be. Other tree and shrub species are present, for example, a large Sycamore on the northern boundary, at least one old Alder, plus Downy Birch, Ash, Grey Willow, Goat Willow, Rowan, Holly and Hawthorn.



- 5.5. The canopy includes trees approaching veteran status, with a few Beech surviving which are more than 200 years old, several of the Oaks in the 100-150 age bracket and some of the Scot's Pine exceeding 100 years old. One boundary Sycamore exceeds 100 years and there is a very large Common Alder which probably approaches 100 years. Beech probably used to occupy a larger proportion of the canopy, but several fallen giants can now be seen on the ground, as 200 years is about the maximum age expectation for the species in Scotland.
- 5.6. The assessment undertaken in relation to the site concludes that the woodland is in good/fair condition and is mapped as established woodland on the 1<sup>st</sup> series ordnance survey map for the area. In addition, the woodland is considered to be a prominent landscape feature and has a high proportion of very old trees.
- 5.7. In terms of biodiversity the woodland is of some value as a result of its high proportion of native oak trees and dead wood habitats, including standing dead trees suitable for hole-nesting birds, invertebrates and fungi.
- 5.8. In light of the above it is recommended that the woodland, known as Sandieland Wood, as identified in Appendix 1 is subject to a Tree Preservation Order.

#### **Erskine Hotel Wood**

- 5.9. The woodland in question is located within the ground of the Muthu Glasgow River Hotel, off the A726, Erskine. The woodland in question is detailed in Appendix 2.
- 5.10. It should be noted that the site is designated as a Site of Importance for Nature Conservation (SINC).
- 5.11. It is significant to note that the site in question is currently subject to a planning application which seeks the erection of a residential development in principle (19/0765/PP).
- 5.12. The woodland comprises mature broad-leaved woodland, which is dominated by Sycamore and Ash, but which has a variety of other tree species in the canopy, including Wych Elm, Horse Chestnut, Silver Birch, Downy Birch, Pedunculate Oak, Crack Willow, Lime, Alder, Beech and a single Yew.
- 5.13. The understorey is also diverse, containing Hawthorn, Goat Willow, Rusty Willow, Holly, Elder, Honeysuckle, Bramble and Raspberry, as well as a large component of planted or "garden escape" non-native shrubs, e.g. Snowberry, Dogwood, Portuguese Laurel. Cherry Laurel and Mountain Currant.

- 5.14. The field layer is quite diverse for a small woodland area and includes three species of orchid (Broad-leaved Helleborine, Twayblade and Common Spotted-orchid) as well as some typical woodland species, e.g. Bluebell, Wood Sorrel, Enchanters Nightshade and Wood Dock. In places grasses and ferns predominate, especially Tufted Hair-grass, Male Fern and Broad Buckler-fern. In some areas near the site of the long demolished North Barr buildings, the groundflora reflects the horticultural heritage associated with the former walled garden and non-native species like Solomon's Seal and Crow Garlic (*Allium vineale*) are well represented.
- 5.15. Further variation is provided by an area of Ash and Willow dominated secondary woodland, which has colonised the formerly open ground within a demolished walled garden over the last few decades. Beneath the nearly closed canopy the area retains tall ruderals (e.g. Stinging Nettles, Rosebay Willowherb) and marshy grassland with rushes, Wild Angelica and Marsh Thistle, suggesting that soil drainage has become impeded since its horticultural heyday.
- 5.16. The assessment undertaken in relation to the site concludes that the woodland is in good/fair condition and is mapped as established woodland on the 1<sup>st</sup> series ordnance survey map for the area. In addition, the site is included on Scottish Forestry's Native Woodland Survey of Scotland as Lowland Mixed Deciduous Woodland, a habitat category included on the Scottish Biodiversity List by NatureScot and prioritised as "conservation action needed".
- 5.17. As noted, part of the site is located within SINC No. 72 and is therefore a woodland with a local designation.
- 5.18. The assessment of the site notes that almost all canopy trees fall into an age range of around 50-80 years old and many are multiple stemmed, suggesting that the trees may have been harvested as part of the war effort in WW2, and then regenerated from coppice stools. The size of these stools suggests a replanting during the early 19th Century. Along the southern edge there are some multi-stemmed Pedunculate Oaks and Limes on a steeper slope which are growing from stools which are much larger in size. In the case of the Oaks these are over 2m in diameter suggesting trees with an origin dating back 300+ years. In this general vicinity there are also (now partially hidden) dry-stone retaining walls, a stock exclusion feature found around woodlands elsewhere in the wider Erskine area and dating back at least into the 18th Century.
- 5.19. In light of the above it is recommended that the woodland, known as Erskine Hotel Wood, as identified in Appendix 2 is subject to a Tree Preservation Order.

## 6. Next Steps

- 6.1 A TPO is prepared in respect of the woodland at both Sandieland Wood and Erskine Hotel Wood. Thereafter each of the orders will be served on the respective landowners and made available to the public for comment.
- 6.2 In the event that no comments are received the respective order will be confirmed and all parties informed. In addition, the order will be made available to the public and recorded in the Land Register of Scotland.
- 6.3 Should comments be received, these will be considered and assessed to determine if the order requires to be modified or withdrawn.

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## 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 for two separate tree preservation orders to be 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** – The proposed site development briefs seek to ensure that any development coming forward is undertaken in a sustainable manner and aids the adaption required as a result of climate change.

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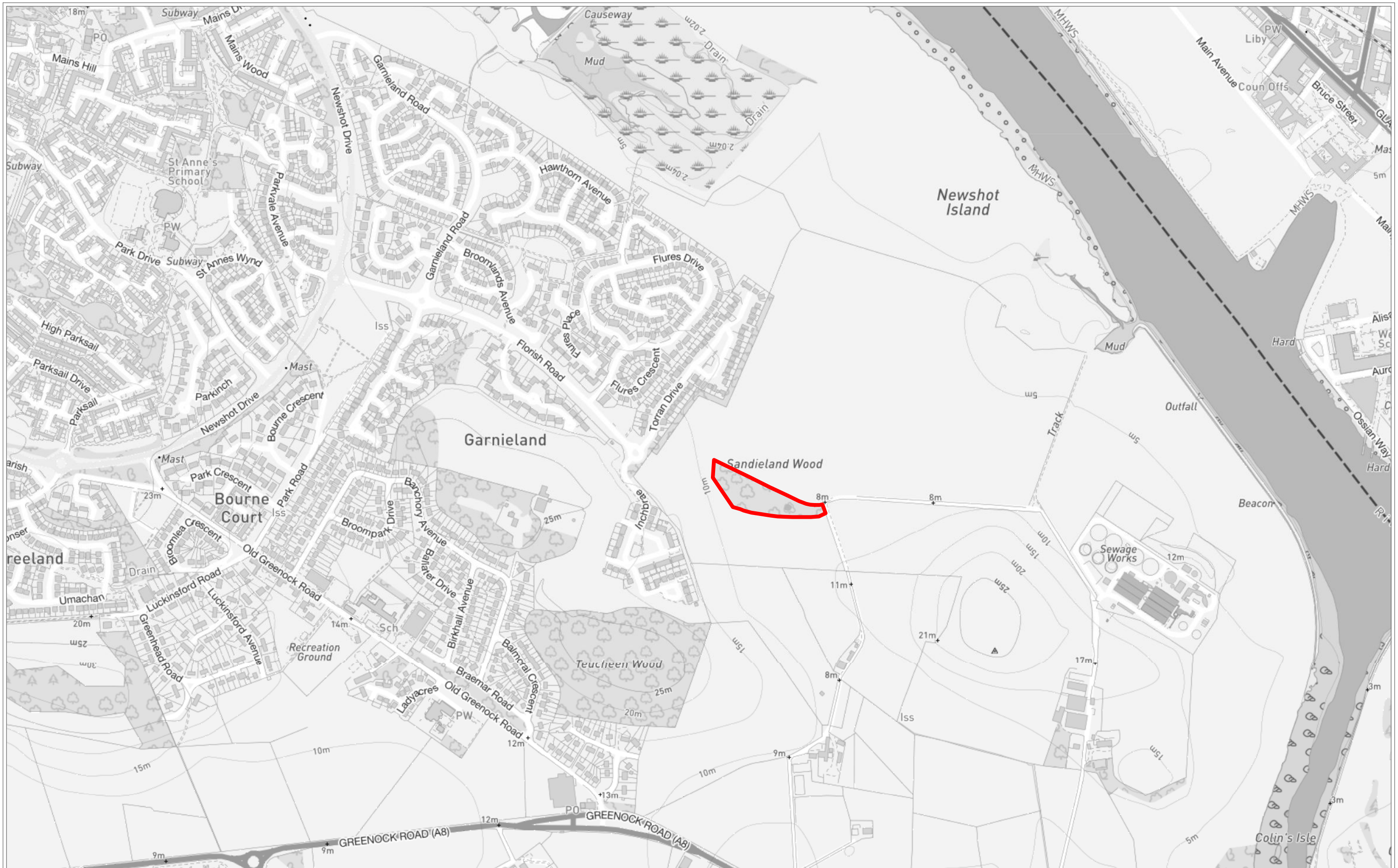
**Appendix 1:** Site Plan – Sandieland Wood

**Appendix 2:** Site Plan – Erskine Hotel Wood

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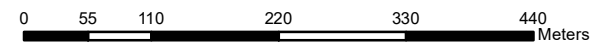
**Author:** David Love, Chief Planning Officer  
Tel: 07483410182; Email: david.love@renfrewshire.gov.uk





Renfrewshire  
Council

Date: 25/05/2022



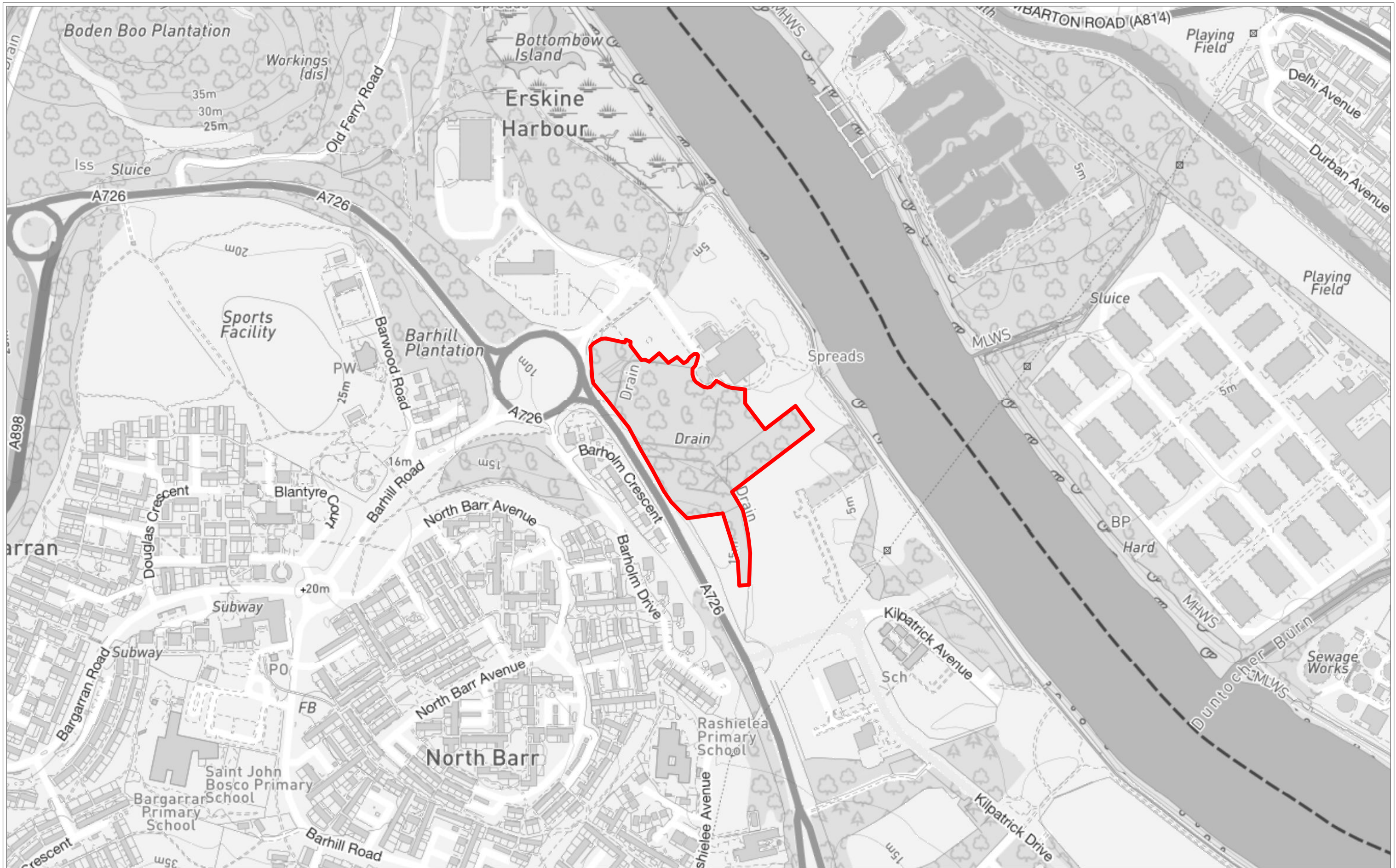
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## Sandieland Wood



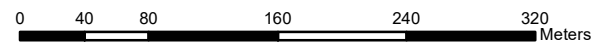
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Renfrewshire  
Council

Date: 25/05/2022



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Erskine Hotel Wood



1:4,695

# RENFREWSHIRE COUNCIL

## SUMMARY OF APPLICATIONS TO BE CONSIDERED BY THE PLANNING AND CLIMATE CHANGE POLICY BOARD ON 14/06/2022

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Item No.
21/1030/PP  <b>Ward 8</b>	Turnberry Homes Ltd 18 Allardyce Drive Great Western Business Glasgow G15 6RY	Site Between Fordbank Stables And Corseford Avenue Johnstone Renfrewshire	Erection of 49 dwellinghouses with associated roads, carparking, and landscaping.	A
<b>RECOMMENDATION:</b> Grant Subject to Conditions				
20/0516/PP  <b>Ward 8</b>	Elderslie Golf Club And Dickie & Moore Homes The Atrium 6 New Road Ayr KA8 8EX	Land East Of Newton Cottage At Elderslie Golf Club Newton Avenue Elderslie Johnstone	Erection of residential development comprising 17 dwellinghouses and 8 flats with associated infrastructure, parking and landscaping; and erection of relocated greenkeeping facility with associated storage	B
<b>RECOMMENDATION:</b> Grant subject to conditions				
22/0057/PP  <b>Ward 6</b>	Mr Zubair Malik JM Real Estate Ltd 2 Fitzroy Place Glasgow G3 7RH	Unit E 1 Glenburn Road Paisley PA2 8TA	Erection of drive-through dessert parlour (Class 1) with associated access and parking	C
<b>RECOMMENDATION:</b> Refuse				

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Total Number of Applications to be considered = **3**





# Planning Application: Supplementary Report

Reference No. 21/1030/PP



Renfrewshire  
Council

## KEY INFORMATION

**Ward:** (8)  
Johnstone South and  
Elderslie

**Applicant:**  
Turnberry Homes Ltd

**Registered:**  
13 May 2021

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of 49 dwellings with associated roads, car parking and landscaping.

**LOCATION:** Site between Fordbank Stables and Corseford Avenue, Johnstone

**APPLICATION FOR:** Full Planning Permission

**This supplementary report should be read together with the original report of handling considered by the Communities, Housing and Planning Policy Board on 15 March 2022.**

## BACKGROUND

The Communities, Housing and Planning Policy Board at its meeting on 15 March 2022 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 8 June 2022 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.

## CONCLUSION AND RECOMMENDATION

It is considered that assessment of the proposed development, as detailed in the attached report of handling, is sufficient to recommend that planning permission be granted subject to conditions.

For clarity the recommendation with reasons and conditions are set out below:

## RECOMMENDATION

Grant subject to  
conditions

Alasdair Morrison  
Head of Economy &  
Development

# Planning Application: Supplementary Report

Reference No. 21/1030/PP



## Reason for Decision

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

## Conditions

- 1 No development shall commence on site until written approval of:

(a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein

(b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

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

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

- 2 That prior to the occupation of any residential unit on the site:

(a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; or

(b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use

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

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

- 3 That, prior to the erection of any of the dwellinghouses hereby approved, a detailed schedule of the proposed external finishes for each of the dwellinghouses together with a plan and schedule of the surface treatments to be used on the roads and footpaths within the site shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the houses, roads and footpaths shall be constructed only in accordance with such details as may be approved to the satisfaction of Renfrewshire Council as Planning Authority.

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

- 4 That, prior to the commencement of the development, details of all boundary treatments to be formed shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, all boundary fences and walls as may be

approved relating to or adjacent to each plot shall be erected prior to the occupation of the dwelling within that plot to the satisfaction of Renfrewshire Council as Planning Authority.

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

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

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

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

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

- 7 Prior to the development commencing, the developer shall secure the implementation of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. Thereafter, the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority.

Reason: To ensure that any archaeological remains which may be disturbed can be identified, excavated, and recorded.

- 8 That prior to the commencement of development, details of phasing for off-site infrastructure works/footways/crossings shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the development shall be implemented only in accordance with such phasing as may be agreed with Renfrewshire Council as Planning Authority, unless otherwise agreed in writing.

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

- 9 That the development hereby approved shall be implemented in line with the Drainage Strategy Report by Fairhurst dated March 2021 and Drawing No: 128649/8006 'Overland Flow Routing' and Drawing No: 128649/8003 'Proposed Drainage Layout', to the satisfaction of the Planning Authority.

Reason: To ensure that the site is appropriately drained.

- 10 That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, an Arboricultural Method Statement, and long-term Tree/Woodland Management & Maintenance Plan(s) for the site. For the avoidance of doubt, the Arboricultural Method Statement shall contain details on how retained trees will be protected on site through the construction phase and future use of the site and the Tree/Woodland Management &

Maintenance Plan(s) shall contain details on the monitoring of growth and condition of all newly planted trees.

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

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

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

- 12 That prior to the commencement of any development of works on site, the developer shall provide for the written approval of Renfrewshire Council as Planning Authority full details of a Locally Equipped Play Area (LEAP) to be provided in the designated area as detailed on Drawing No. AL(0)004 Revision A. Thereafter, prior to occupation of the final residential unit, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved.

- 13 That prior to the commencement of any development of works on site, the developer shall provide for the written approval of Renfrewshire Council as Planning Authority a maintenance scheme for the play area approved as per condition 12.

Reason: In the interests of residential amenity

- 14 That prior to the commencement of development, the developer shall provide details of two pedestrian connections of 3m width, from the northeast of the development onto Corseford Avenue, for the written approval of Renfrewshire Council as Planning Authority. The connections as agreed shall be provided prior to the occupation of any unit within the development.

Reason: In the interest of pedestrian and vehicular safety and to ensure that the development is acceptably connected to the surrounding area.

- 15 That prior to the commencement of development, details of two pedestrian dropped kerb crossing points on Corseford Avenue, one south of the junction with Tweed Place and one north of the junction with Tweed Place, shall be submitted for the written approval of Renfrewshire Council as Planning Authority and shall be provided prior to the occupation of any dwellinghouse hereby approved.

Reason: In the interest of pedestrian safety.

- 16 That prior to the commencement of development, details of a 2m footway to be located on the western side of Corseford Avenue from the junction of Beith Road to the pedestrian crossing north of Tweed Place, shall be submitted for the written approval of Renfrewshire Council as Planning Authority, and shall be provided prior to the occupation of any dwellinghouse hereby approved.

Reason: In the interests of traffic and pedestrian safety.

- 17 For clarification, the proposed footpath link onto the existing track to the south, shall be 3m wide and shall connect into Fordbank Drive.

Reason: To provide pedestrians and cyclist a direct route to Beith Road.

- 18 For clarification, the proposed access onto Corseford Avenue shall be constructed in accordance with the National Roads Development Guide.

Reason: In the interests of safety

- 19 In the interests of clarification, parking for vehicles and bicycles shall be provided in accordance with the National Roads Development Guide.

Reason: In the interests of safety.

- 20 That prior to the occupation of any dwellinghouse hereby approved, the existing bus stop on Corseford Avenue shall be upgraded with a new shelter and high access bus kerbs, to the satisfaction of Renfrewshire Council as Planning Authority.

Reason: In the interests of safety.

Alasdair Morrison  
Head of Economy & Development

Local Government (Access to Information) Act 1985 - Background Papers  
For further information or to inspect any letters of objection and other background papers, please contact Gwen McCracken on 07483 419705.



# Planning Application: Report of Handling

Reference No. 21/1030/PP



## KEY INFORMATION

**Ward: (8)**

Johnstone south and Elderslie

**Applicant:**

Turnberry Homes Ltd.

**Registered:**

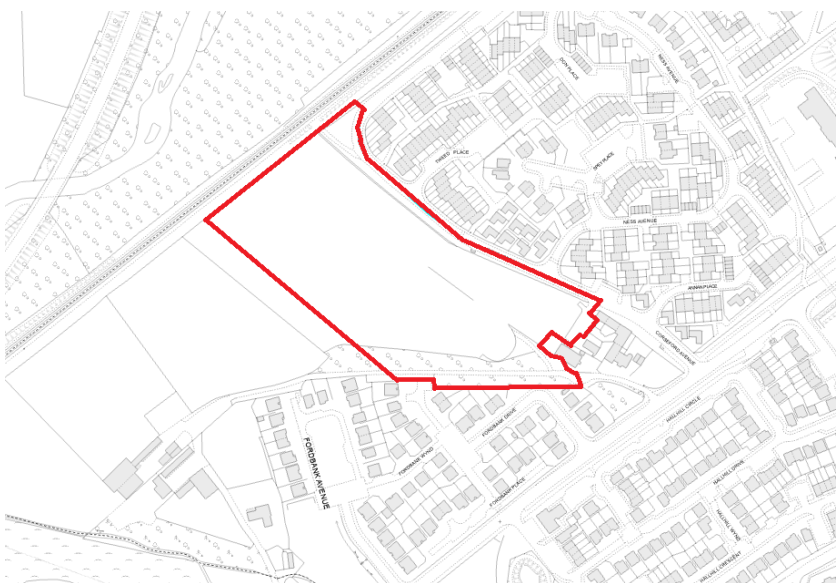
13 May 2021

Report by Head of Economy and Development

**PROPOSAL:** Erection of 49 dwellings with associated roads, carparking and landscaping.

**LOCATION:** Site between Fordbank Stables and Corseford Avenue, Johnstone

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Grant subject to Conditions

Alasdair Morrison  
Head of Economy & Development

## IDENTIFIED KEY ISSUES

- The application site is identified as a housing land supply site within the Adopted Renfrewshire Local Development Plan 2021 (Policy P2).
- There have been 3 objections to the proposal which have sought to highlight existing traffic congestion problems at the traffic light controlled junction on Beith Road at Hallhill Road and the existing strain on local services in the area. Johnstone Community Council have objected.
- There have been no objections from consultees, however Johnstone Community Council have raised concerns.
- The proposals are compliant with the relevant provisions of the Adopted Renfrewshire Local Development Plan 2021 and would provide a range and choice of house types within the area. The form, siting, design, density, external finishes, and layout of the proposed development is acceptable.
- Adequate parking has been provided together with good connections to walking, cycling and public transport networks.

# Planning Application: Report of Handling

Reference No. 21/1030/PP

APPLICANT:	Turnberry Homes Ltd
SITE ADDRESS:	Site between Fordbank Stables and Corseford Avenue, Johnstone
PROPOSAL:	Erection of 49 dwellinghouses with associated roads, carparking and landscaping.
RECOMMENDATION:	Grant subject to conditions
PRE-APPLICATION COMMENTS	<p>Pre-application meetings have taken place, the main points of principle and detail discussed were in relation to:</p> <ul style="list-style-type: none"><li>• Flooding/Drainage;</li><li>• Walking/cycling/public transport networks;</li><li>• Internal and external road network;</li><li>• Educational requirements;</li><li>• Layout/design/play and open space provision;</li><li>• Range and types of housing;</li><li>• Low Carbon Design/development;</li></ul>

PROPOSALS	<p>This application seeks planning permission for the erection of 49 residential units. The proposal was amended from 53 units to 49 units to enable a better mix of housing to be provided.</p> <p>The application site comprises an area of former agricultural land bounded by the railway line to the north, Beith Road to the south and areas of housing to the east and southwest. The site is bound to the northwest by an area of land associated with Fordbank Stables.</p> <p>The homes would be made up of three and four bedroom houses with a mix of detached, semi-detached, and terraced houses. The proposed finishing materials would comprise of dry dash render, cast stone details with slate grey roof tiles and white upvc windows. Windows would have vertical proportions to reflect surrounding properties and door styles would add a contemporary element to the development.</p> <p>The development would be accessed from the southeast off Corseford Avenue. Internally, the primary street would be a loop, stepping down to secondary streets and lanes. Consideration was initially given to two points of access, however, further investigation by the applicant revealed issues relating to land ownership which prohibited an access at the northern end of the site.</p> <p>The layout includes provision of new pedestrian connections on the north-eastern boundary of the site via the access road onto Corseford Avenue, the bus stops and railway station at Milliken</p>
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# Planning Application: Report of Handling

Reference No. 21/1030/PP



	<p>Park and to the south via a new section of foot/cycle way from the loop road to Fordbank Stables Lane onwards to Beith Road, connecting the site to the surrounding area.</p> <p>Two areas of open space would be provided within the development. In the northern portion of the site a landscaped area containing a SUDS pond would be provided. An area of informal space with play equipment would be provided centrally within the development surrounded by landscaping. Planned landscaped edges provide further areas of open space within the development.</p>
SITE HISTORY	19/0865/NO – Residential development with associated roads, infrastructure, and landscaping. Agreed

# Planning Application: Report of Handling

Reference No. 21/1030/PP



CONSULTATIONS	<p><b>Johnstone Community Council</b> – Concerns raised in relation to the following:</p> <ul style="list-style-type: none"><li>▪ The site is identified as Greenbelt in the Adopted Local Development Plan;</li><li>▪ Representations had previously been submitted in relation to the release of Greenbelt land;</li><li>▪ Road congestion and on street parking on Corseford Avenue and its impact on traffic on surrounding roads.</li></ul> <p><b>Environment &amp; Infrastructure Services (Roads)</b> – No objection subject to condition.</p> <p><b>Environment &amp; Infrastructure Services (Design)</b> – No objection subject to condition.</p> <p><b>SEPA</b> – No objection.</p> <p><b>Scottish Water</b> – No objection.</p> <p><b>NatureScot</b> - No objection.</p> <p><b>West of Scotland Archaeology Service</b> - No objections subject to condition.</p> <p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objections subject to conditions.</p> <p><b>Children Services</b> – No comment.</p> <p><b>Glasgow Airport</b> – No comment.</p> <p><b>NATS/Nerl Safeguarding</b> – No comment.</p> <p><b>Network Rail</b> – No comment.</p>
REPRESENTATIONS	<p>Three representations have been received, objecting to the proposals.</p> <p>The concerns raised can be summarised as follows: -</p>

# Planning Application: Report of Handling

Reference No. 21/1030/PP



	<p>The proposed housing development is contrary to the Development Plan.</p> <p>The proposed loss of a high-quality greenfield site as a priority for housing development over brownfield sites in the area is inappropriate in terms of Scottish Planning Policy.</p> <p>If housing had been restricted to the lower half of the site it would have mitigated loss of trees and semi-natural woodland.</p> <p>There is an existing traffic congestion problem at the poorly designed traffic light controlled junction on Beith Road at Hallhill Road where various school and bus routes clash. Adding even more traffic to this area will impact the junction further and surrounding road network which is at capacity.</p> <p>The footpath link from the development onto Fordbank access lane may encourage the use of Fordbank estate as a shortcut to Beith Road and serves little purpose given its condition.</p> <p>Levels of dust during construction.</p> <p>The south Johnstone area is now saturated with housing developments which have placed a continuing strain on local infrastructure.</p>
DEVELOPMENT PLAN POLICIES	<p><u>Adopted Renfrewshire Local Development Plan 2021</u></p> <p>Policy P2 Housing Land Supply  Policy P3 Housing Mix and Affordable Housing  Policy P6 - Open Space  Policy I1 Connecting Places  Policy I3 Flooding and Drainage  Policy I7 Zero and Low Carbon Buildings</p> <p><u>Draft New Development Supplementary Guidance 2019</u>  Delivering the Places Strategy: Affordable Housing and Open Space Provision in New Developments  Delivering the Infrastructure Strategy: Connecting Places; Provision for Waste Recycling in New Developments; and Flooding and Drainage  Delivering the Environment Strategy: Noise and Contaminated Land.</p> <p><u>Material considerations</u>  Renfrewshire's Places Residential Design Guide March 2015</p>
PLANNING ASSESSMENT	<p>The application site is identified as being a housing site within the Adopted Renfrewshire Local Development Plan 2021 under Policy P2.</p>

	<p>Policy P2 identifies the site as contributing to the 5-year supply of effective housing land required for Renfrewshire.</p> <p>The principle of residential development on the site is therefore accepted.</p> <p>Policy P3 of the Adopted Renfrewshire Local Development Plan is also applicable in the assessment of the proposal, as it seeks to ensure that on residential sites, a mix of housing types are encouraged to meet current and future housing needs and to support sustainable mixed communities.</p> <p>Although the proposal is under the threshold for affordable housing provision, the application proposes a mix of 3 and 4 bedroom properties ranging from terraced, semi-detached and detached properties, widening choice within the local area.</p> <p>It is considered that the applicant has demonstrated that the development would achieve the requirements of Policy P3, relative to housing mix and house type.</p> <p>Development proposals must also comply with the requirements of the draft New Development Supplementary Guidance as it relates to residential developments and the associated Residential Design Guide which form the basis of good place design. The main issues of consideration in this regard are assessed as follows:</p> <p><b>Context and Character</b></p> <p>The proposed development is considered to respond to the context in which it is sited, which is characterised by a mix of housing styles, sizes, densities, and ages.</p> <p>On the northern side of Corseford Avenue is a development of housing dating from the 70's/80's with a mix of house sizes and types, while at the entrance to the site on the south side of Corseford Avenue is a small cottage development consisting of an old steading and other farm buildings. South of the site across Beith Road are several new build developments offering a range of properties including detached, semi-detached, terraced, and flatted properties. Within these pockets of development there are a mix landscapes and a mix of boundary treatments including open boundaries and planted boundaries.</p> <p>The site itself contains a number of mature trees predominantly along its north western and south eastern boundaries. Although none of these trees are protected by a tree preservation order, a tree survey was submitted in support of the application outlining the health and maturity of each tree. While some of the trees are not particularly good specimens, it is proposed to retain a number of quality species within the development particularly on</p>
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	<p>the north eastern boundary where a line of mature trees would be retained and on the southern boundary of the site where trees would be augmented with a robust landscaping scheme.</p> <p>Therefore, the site would retain a degree of enclosure provided by wooded boundaries to two sides which would be augmented through additional landscaping, tree planting, new hedges, and other biodiversity measures to be implemented as part of the proposals.</p> <p>The proposed layout seeks to integrate with the surrounding area with dwellings fronting onto Corsefield Avenue providing an active frontage. The dwellings proposed are of modern design, with a mix of detached, semi-detached and terraced properties interspersed with areas of open space and planting.</p> <p>It is considered that the design and layout of the development set within a degree of existing landscaping would create an attractive development, contributing positively to the surrounding area.</p> <p><b>Access and Connectivity</b></p> <p>An important consideration in the assessment of this application is connectivity between the development and the wider transport network. <b>Policy I1</b> of the adopted Renfrewshire Local Development Plan (2021) states that development proposals require to ensure appropriate provision and accessibility. Proposals which give priority to sustainable modes of transport and have no significant impact on the safe and efficient operation of the local or trunk road network will be supported.</p> <p>Access to the site for vehicles would be from one access point to the southeast (Corseford Avenue) and pedestrian access is proposed via both sides of the vehicle access and via a proposed footpath to the south of the site that links onto the footway on Beith Road, via Fordbank Lane. Parking within the development is provided in accordance with the required standards and as such 128 spaces are proposed as part of the development, which include 7 visitors spaces.</p> <p>The Transport Statement submitted in support of the application has demonstrated that the level of trips likely to be generated by the proposed development during peak hours is not significant and would not have a notable impact on the operation of the surrounding network, including junctions. Environment and Infrastructure Services (Roads) are satisfied with the Transport Statement and has offered no objection to the proposal.</p> <p>Pedestrian and cycle access from the site is available from the east and south, providing direct connections with Corseford Avenue, Beith Road, and the wider network.</p>
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	<p>Safe routes to school are available to surrounding primary and secondary schools. All existing routes are well lit and are considered safe for children providing the available crossing facilities are used where necessary.</p> <p>The layout incorporates well-lit and well observed pedestrian links between the site and neighbouring residential areas to the north of Corsefield Avenue, south side of Beith Road, to the bus stop on the site boundary and Milliken Park train station 500m to the northeast.</p> <p><b>Layout and Built Form</b></p> <p>The proposed layout would fit well with the surrounding area. The layout respects privacy and provides appropriate garden sizes and areas of open space. The development provides a good level of amenity for each dwelling and a good outlook to all sides of the site.</p> <p><b>Environment and Community</b></p> <p>There is considered to be sufficient provision of amenity and recreational open space within the development, with one area located centrally within the site capable of accommodating an equipped play area and another area of open amenity space in the vicinity of the SUDs Pond located on the northern boundary of the site. Footpath connections would provide access to the surrounding countryside.</p> <p>The landscape approach to the layout has been informed by the existing form and topography of the site and surrounding area and the block plan includes enhancement of the existing mature trees on the northern and southern boundaries. A detailed landscape and planting strategy requires to be submitted as part of the application and can be secured through planning conditions.</p> <p>With regard to Policy I3 of the Adopted Renfrewshire Local Development Plan and the supplementary guidance on Flooding and Drainage, a Drainage Strategy was submitted in support of the application. Consultation with Environment and Infrastructure Services (Design), concluded that the proposed development would have no detrimental impact and a sustainable urban drainage system has been incorporated into the layout.</p> <p>In view of the above, the proposal is considered to comply with Policy I3 and the associated supplementary guidance.</p> <p><b>Buildings and Design</b></p> <p>The proposed dwellings are of modern design and house types are varied in their layout, roof form, orientation and finishing materials, reflecting densities within the surrounding area.</p>
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	<p>Typical house elevations would include dry dash rendered walls with cast stone details. The cast stone would be predominantly grey and the render either light cream or white in colour. The roofs would generally be of slate grey concrete tiles and the windows would have vertical proportions.</p> <p>This palette of materials and vertical emphasis is reflective of the surrounding areas.</p> <p>Therefore, the proposed development is considered to comply with the New Development Supplementary Guidance and associated residential design guide.</p> <p>Policy 17 of the adopted Renfrewshire Local Development Plan relates to Renewable and Low Carbon Energy Developments and seeks for all major developments to consider renewable energy sources, particularly the use of a district heating network (or other low carbon alternatives).</p> <p>The applicant confirms support for the principle of reducing carbon emissions by reducing energy demand through first approach, to the provision of energy efficient housing. This approach is in line with Policy 17.</p> <p><b>Site Characteristics</b></p> <p>There have been no objections to the application from any of the consultees, subject to conditions to secure a scheme of archaeological works, site investigations and the provision of additional footpath linkages. Appropriate planning conditions can be imposed to control these matters.</p> <p><b>Representations</b></p> <p>In response to the points of objection not covered above, the following should be considered:</p> <p>With regard to the loss of trees from the site, a tree survey submitted in support of the application did not identify the presence of any ancient or veteran trees on the site and there is no tree preservation order covering any trees on the site. Although trees would be lost through development, many of the trees have been retained within the development. Additionally, the landscaping proposals submitted as part of the application demonstrate that an acceptable level of residential amenity and retention of existing habitats can be achieved, and that the development can be set within an appropriate context.</p> <p>The footpath link from the development onto Fordbank Lane would improve permeability and connectivity for residents of both the Fordbank Estate and the development proposed to the benefit of the surrounding area.</p>
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	<p>Communities &amp; Housing Services (Environmental Protection Team) were consulted as part of the application process and raised no concerns relative to the potential for excessive or unacceptable dust emission during the construction phase of development. Notwithstanding, this matter could be controlled by that service should a situation arise where it was considered there were unacceptable emissions.</p> <p><b>Conclusion</b></p> <p>In summary, it is considered that the proposal would create a quality residential development within an area allocated for residential purposes in the Adopted Renfrewshire Local Development Plan (2021) and that it would comply with relevant policies within the plan and the associated Supplementary Guidance.</p> <p>In view of the above, it is recommended that planning permission is granted.</p>
RECOMMENDATION	<b>Grant subject to conditions.</b>

## Reason for Decision

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

## Conditions

- 1 No development shall commence on site until written approval of:
  - (a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
  - (b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

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

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



(b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use

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

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

- 3 That, prior to the erection of any of the dwellinghouses hereby approved, a detailed schedule of the proposed external finishes for each of the dwellinghouses together with a plan and schedule of the surface treatments to be used on the roads and footpaths within the site shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the houses, roads and footpaths shall be constructed only in accordance with such details as may be approved to the satisfaction of Renfrewshire Council as Planning Authority.

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

- 4 That, prior to the commencement of the development, details of all boundary treatments to be formed shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, all boundary fences and walls as may be approved relating to or adjacent to each plot shall be erected prior to the occupation of the dwelling within that plot to the satisfaction of Renfrewshire Council as Planning Authority.

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

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

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

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

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

- 7 Prior to the development commencing, the developer shall secure the implementation of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. Thereafter, the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority.

# Planning Application: Report of Handling

Reference No. 21/1030/PP



Reason: To ensure that any archaeological remains which may be disturbed can be identified, excavated, and recorded.

- 8 That prior to the commencement of development, details of phasing for off-site infrastructure works/footways/crossings shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the development shall be implemented only in accordance with such phasing as may be agreed with Renfrewshire Council as Planning Authority, unless otherwise agreed in writing.

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

- 9 That the development hereby approved shall be implemented in line with the Drainage Strategy Report by Fairhurst dated March 2021 and Drawing No: 128649/8006 'Overland Flow Routing' and Drawing No: 128649/8003 'Proposed Drainage Layout', to the satisfaction of the Planning Authority.

Reason: To ensure that the site is appropriately drained.

- 10 That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, an Arboricultural Method Statement, and long-term Tree/Woodland Management & Maintenance Plan(s) for the site. For the avoidance of doubt, the Arboricultural Method Statement shall contain details on how retained trees will be protected on site through the construction phase and future use of the site and the Tree/Woodland Management & Maintenance Plan(s) shall contain details on the monitoring of growth and condition of all newly planted trees.

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

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

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

- 12 That prior to the commencement of any development of works on site, the developer shall provide for the written approval of Renfrewshire Council as Planning Authority full details of a Locally Equipped Play Area (LEAP) to be provided in the designated area as detailed on Drawing No. AL(0)004 Revision A. Thereafter, prior to occupation of the final residential unit, the developer shall complete for use, the provision of the LEAP area in accordance with the detail finally approved.

- 13 That prior to the commencement of any development of works on site, the developer shall provide for the written approval of Renfrewshire Council as Planning Authority a maintenance scheme for the play area approved as per condition 12.

Reason: In the interests of residential amenity

# Planning Application: Report of Handling

Reference No. 21/1030/PP



- 14 That prior to the commencement of development, the developer shall provide details of two pedestrian connections of 3m width, from the northeast of the development onto Corseford Avenue, for the written approval of Renfrewshire Council as Planning Authority. The connections as agreed shall be provided prior to the occupation of any unit within the development.

Reason: In the interest of pedestrian and vehicular safety and to ensure that the development is acceptably connected to the surrounding area.

- 15 That prior to the commencement of development, details of two pedestrian dropped kerb crossing points on Corseford Avenue, one south of the junction with Tweed Place and one north of the junction with Tweed Place, shall be submitted for the written approval of Renfrewshire Council as Planning Authority and shall be provided prior to the occupation of any dwellinghouse hereby approved.

Reason: In the interest of pedestrian safety.

- 16 That prior to the commencement of development, details of a footway to be located on the western side of Corseford Avenue from the junction of Beith Road to the pedestrian crossing north of Tweed Place, shall be submitted for the written approval of Renfrewshire Council as Planning Authority, and shall be provided prior to the occupation of any dwellinghouse hereby approved.

Reason: In the interests of traffic and pedestrian safety.

- 17 For clarification, the proposed footpath link onto the existing track to the south, shall be 3m wide and shall connect into Fordbank Drive.

Reason: To provide pedestrians and cyclist a direct route to Beith Road.

- 18 For clarification, the proposed access onto Corseford Avenue shall be constructed in accordance with the National Roads Development Guide.

Reason: In the interests of safety

- 19 In the interests of clarification, parking for vehicles and bicycles shall be provided in accordance with the National Roads Development Guide.

Reason: In the interests of safety.

- 20 That prior to the occupation of any dwellinghouse hereby approved, the existing bus stop on Corseford Avenue shall be upgraded with a new shelter and high access bus kerbs, to the satisfaction of Renfrewshire Council as Planning Authority.

Reason: In the interests of safety.

Alasdair Morrison  
Head of Economy & Development

Local Government (Access to Information) Act 1985 - Background Papers

# Planning Application: Report of Handling

Reference No. 21/1030/PP



For further information or to inspect any letters of objection and other background papers, please contact Gwen McCracken on 07483 419705.

# Planning Application: Supplementary Report

Reference No. 20/0516/PP



Renfrewshire  
Council

## KEY INFORMATION

**Ward:** (8)  
Johnstone South and  
Elderslie

**Applicant:**  
Elderslie Golf Club and  
Dickie & Moore Homes

**Registered:**  
07 September 2020

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of residential development comprising 17 dwellinghouses and 8 flats with associated infrastructure, parking and landscaping; and erection of relocated greenkeeping facility with associated storage

**LOCATION:** Land East of Newton Cottage at Elderslie Golf Club, Newton Avenue, Elderslie, Johnstone

**APPLICATION FOR:** Full Planning Permission

**This supplementary report should be read together with the original report of handling considered by the Communities, Housing and Planning Policy Board on 15 March 2022.**

## BACKGROUND

The Communities, Housing and Planning Policy Board at its meeting on 15 March 2022 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.

One further letter of objection has been received since the planning application was considered at the Communities, Housing and Planning Policy Board. No new matters have been raised that have not been considered in the assessment of the planning application or that are not controlled through the planning conditions attached to the recommendation for approval.

## SITE VISIT

A site visit took place on 8 June 2022 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.

## CONCLUSION AND RECOMMENDATION

It is considered that assessment of the proposed development, as detailed in the attached report of handling, is sufficient to recommend that planning permission be granted subject to conditions.

For clarity the recommendation with reasons and conditions are set out below:

## RECOMMENDATION

Grant subject to  
conditions

Alasdair Morrison  
Head of Economy &  
Development

# Planning Application: Supplementary Report

Reference No. 20/0516/PP



## Reason for Decision

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

## Conditions

1. No development shall commence on the residential site until written approval of:
  - (a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
  - (b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

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

Reason: To ensure that the site will be made suitable for its proposed use.
2. That prior to the occupation of any residential unit on the site:
  - (a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; or
  - (b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use

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

Reason: To demonstrate that works required to make the site suitable for use have been completed.
3. That, prior to the erection of any of the residential units or greenkeeping facility hereby approved, a detailed schedule of the proposed external finishes for each building, together with a plan and schedule of the surface treatments to be used on all roads and footpaths shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, the buildings, roads and footpaths shall be constructed only in accordance with such details as may be approved to the satisfaction of Renfrewshire Council as Planning Authority.
4. That, prior to the commencement of the development, details of all boundary treatments to be formed shall be submitted for the written approval of Renfrewshire Council as

Planning Authority. Thereafter, all boundary fences and walls as may be approved relating to or adjacent to each plot shall be erected prior to the occupation of the building within that plot to the satisfaction of Renfrewshire Council as Planning Authority.

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

5. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/publication/safeguarding.asp](http://www.aoa.org.uk/publication/safeguarding.asp)). These details shall include:

- Drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Systems (SUDS)' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

No subsequent alterations to the landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: In the interests of amenity and 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.

6. That prior to the commencement of development, details of the species, size and locations of all new trees to be planted shall be submitted and approved in writing by Renfrewshire Council as Planning Authority. This shall include full details of all trees indicated on drawing 1598 / 01 Rev A and shall also confirm details of further compensatory planting to be undertaken elsewhere within the golf course over and above the details indicated on drawing 1598 / 01 Rev A. Thereafter, all trees shall be planted within 12 months and any trees which die, are removed or become seriously damaged or diseased within a period of five years shall be replaced in the next planting season with others of a similar size and species, unless Renfrewshire Council as Planning Authority gives written consent to any variation.

Reason: In the interests of environment, amenity and the continuity of tree cover in the area.

7. That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, a long-term Tree/Woodland Management & Maintenance Plan. The Tree/Woodland Management & Maintenance Plan shall contain details on the monitoring of growth and condition of all retained trees within the application site boundaries, as well as all new trees and woodland planted in accordance with Condition 6.

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

8. That all existing trees to be retained shall be protected through the construction phase and future use of the sites in accordance with the recommendations set out in the submitted Arboricultural Method Statement by Brindley Associates dated April 2021 and in accordance with drawing 1598 / 01 Rev A.

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

9. Prior to the occupation of any of the dwelling units hereby approved a statement shall be submitted for the written approval of Renfrewshire Council as Planning Authority confirming all water management measures implemented in relation to the residential development in accordance with the submitted Drainage Strategy and Flood Risk Assessment by Dougal Baillie Associates, or as varied following the written approval of the Planning Authority.

Reason: To ensure suitable water management mitigation measures in relation to the development.

10. Prior to the occupation of the greenkeeping facility hereby approved a statement shall be submitted for the written approval of Renfrewshire Council as Planning Authority confirming that all water management measures in relation to the greenkeeping facility have been implemented in accordance with the submitted Drainage Strategy and Flood Risk Assessment by Dougal Baillie Associates, or as varied following the written approval of the Planning Authority.

Reason: To ensure suitable water management mitigation measures in relation to the development.

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

Reason: To ensure that any archaeological remains which may be disturbed can be identified, excavated and recorded.

12. That prior to development commencing within the residential site, two activity surveys for bats shall be undertaken with respect to potential bat roosts at the outbuilding immediately east of Newton Cottage identified in the Preliminary Ecological Appraisal by Brindley Associates dated September 2020. Should any bat roosts be discovered, no development shall take place prior to suitable mitigation measures being approved in writing by Renfrewshire Council as Planning Authority. Development shall thereafter only proceed in full accordance with these approved measures.

Reason: To ensure the continued protection of existing bat populations in accordance with European and national legislation.

13. That prior to the occupation of any of the dwelling units hereby approved, the footpath link as shown on drawing 17090-SK-15 Rev H shall have been completed. The path shall be of a minimum width of 2.5 metres and a maximum gradient of 5%.

Reason: To ensure that the development is appropriately accessible to sustainable modes of travel.



14. That prior to the occupation of any of the dwelling units hereby approved the specifications for the proposed lighting for the footpath as indicated on drawing 17090-SK-15 Rev H shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and installed in accordance with the approved details.

Reason: To ensure that the path is suitable for use in the interests of sustainable travel.

15. That prior to the occupation of any of the dwelling units hereby approved, Newton Avenue shall be upgraded in accordance with drawing 17090-SK-19 Rev A, entitled 'Proposed Road Gradients'.

Reason: To ensure the development is appropriately accessible.

16. That prior to the occupation of any dwelling units hereby approved, the following shall be installed on the extended access on Newton Avenue:
- (a) A handrail to the rear of the footway on both sides of Newton Avenue
  - (b) A screed of high friction surfacing on Newton Avenue where excessive gradients occur.

Reason: To ensure the development is appropriately accessible.

17. That prior to the occupation of any dwelling units hereby approved, details of the improvements to be undertaken to the junction of Newton Avenue with Main Road shall have been submitted and approved in writing by Renfrewshire Council as Planning Authority and implemented in accordance with the approved details.

Reason: In the interests of improving the safety and functioning of the road network in the area.

18. That parking provision within the completed residential development shall be provided in accordance with the parking standards outlined in the National Roads Development Guide. For the avoidance of doubt, garages are not to be counted towards this provision.

Reason: To ensure appropriate levels of parking provision within the residential development.

19. That prior to the occupation of the greenkeeping facility, full details of any lighting to be installed at the facility and on the access road from Newton Drive shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and installed in accordance with the approved details.

Reason: In the interests of residential amenity.

20. That prior to the occupation of the greenkeeping facility, a Noise Management Plan outlining measures of good practice to be followed by all employees at the facility shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and shall thereafter remain in place for the lifetime of the development.

Reason: In the interests of residential 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 Gwen McCracken on 07483 419705.

# Planning Application: Report of Handling

Reference No. 20/0516/PP



Renfrewshire  
Council

## KEY INFORMATION

**Ward:** (8) Johnstone  
South and Elderslie

**Applicant:**  
Elderslie Golf Club and  
Dickie & Moore Homes

**Registered:**  
07 September 2020

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of residential development comprising 17 dwellinghouses and 8 flats with associated infrastructure, parking and landscaping; and erection of relocated greenkeeping facility with associated storage

**LOCATION:** Land East of Newton Cottage at Elderslie Golf Club, Newton Avenue, Elderslie, Johnstone

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Grant subject to  
conditions

Alasdair Morrison  
Head of Economy &  
Development

## IDENTIFIED KEY ISSUES

- The residential development site is identified as a Housing Land Supply Site under Policy P2 of the Adopted Renfrewshire Local Development Plan (2021), while the site of the proposed greenkeeping facility is identified under Policy ENV 1 as green belt.
- Representations have been received from 229 parties, of whom 201 have written in support of the proposals and 28 have submitted objections.
- There are no objections from any consultees.
- The proposals are compliant with the relevant provisions of the Adopted Renfrewshire Local Development Plan (2021), subject to planning conditions including mitigatory measures to control the loss of trees and the provision of a new path link to ensure the site is accessible for all.

RENFREWSHIRE COUNCIL  
REPORT OF HANDLING FOR APPLICATION 20/0516/PP

SITE ADDRESS	Land East of Newton Cottage at Elderslie Golf Club, Newton Avenue, Elderslie, Johnstone
PROPOSAL	Erection of residential development comprising 17 dwellinghouses and 8 flats with associated infrastructure, parking and landscaping; and erection of relocated greenkeeping facility with associated storage
RECOMMENDATION	Grant subject to conditions

PROPOSALS	<p>This application seeks planning permission for the erection of a residential development comprising 17 dwellinghouses and eight flats, with associated infrastructure, parking and landscaping at Elderslie Golf Course, Newton Avenue, Elderslie. Additionally, the application seeks consent for a new relocated greenkeeping facility with associated storage.</p> <p>The residential element would be sited at the southern end of Newton Avenue, which currently holds the golf club green keeper's yard and Newton Cottage. The access to the yard and cottage would be used to enter the site and Newton Avenue would be extended. Other than the greenkeeping yard and associated buildings, the area of the proposed residential development is largely wooded. The golf course itself lies beyond the woodland to the east, south and west. A track runs south and then west from the greenkeeping facility before branching in two and accessing the golf course at separate locations.</p> <p>The proposed units would be arranged around a new road which would run perpendicular to the existing road, with a smaller additional road branching off this to the south-east. The 17 houses would comprise a mixture of five house types providing three, four and five bedrooms. They would all be two-storey and would comprise 11 detached properties and 6 semi-detached properties. Two blocks of two storey flats would be formed accommodating four flats in each block. The buildings would all feature pitched roofs with grey concrete roof tiles, while the walls would be predominantly finished in different tones of red and brown facing brick, with sections also featuring a smooth white render finish.</p> <p>The development would provide parking for 57 vehicles. This would be provided on the basis of two for each unit, including the flats, with 7 visitor parking bays provided. The house plots would also accommodate single garages. A sustainable drainage scheme is also proposed for collecting surface water which includes a detention basin to the north-east of the units.</p> <p>The residential proposals would require the relocation of the existing greenkeeping facility and it is proposed that the new greenkeeping accommodation would be sited on an area of golf course land approximately 180 metres north of the proposed housing. The new facility would lie to the east of Newton Avenue and south of properties on Main Road, with access taken from Newton Drive.</p>
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	<p>The proposed greenkeeping building would be of a rectangular footprint measuring some 29.67 metres by 12.02 metres and would feature a dual-pitched roof which would reach a maximum height of approximately 7.3 metres. The principal elevation of the building would face the access road to the west. The building would be finished in green plastisol sheeting to its walls, with grey sheeting to its roof. Internally the building would accommodate a workshop and a small office, staffroom and sanitary facilities. Four external storage bays would be sited adjacent to the building, while parking would be provided for three cars, with further hard surfacing situated to the front.</p> <p>To ensure the residential development is accessible for all, the applicants have added an illuminated path link to the housing site on golf course land to the east of Newton Avenue.</p> <p>A supporting statement advises that the purpose of the development is to generate funds for the golf club. The statement outlines that there is a current trend of falling membership in golf in Scotland, resulting in reductions in income and the recent closure of some clubs. The statement further advises that the existing green keeping facility requires essential renewal, while works are also required to the club house and to the course itself. The statement adds that the development would help secure the financial future of the golf club, noting that its potential loss would have a severe effect on the community and fabric of Elderslie.</p>
SITE HISTORY	<p>Application No: 05/0106/PP</p> <p>Description: Siting of temporary accommodation to provide toilets, changing facilities, kitchen and office for ground staff.</p> <p>Decision: Granted subject to conditions.</p>
CONSULTATIONS	<p><b>Children Services</b> – No objection</p> <p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – No objection subject to conditions</p> <p><b>Environment &amp; Infrastructure Services (Roads)</b> – No objection subject to conditions</p> <p><b>Glasgow Airport Safeguarding</b> - No objection subject to a condition</p> <p><b>National Air Traffic Services (NATS)</b> – No objection</p> <p><b>Scottish Water</b> - No objection</p> <p><b>Scottish Woodland Trust</b> – No comments received</p> <p><b>SportScotland</b> – No objection</p> <p><b>West of Scotland Archaeology Service (WoSAS)</b> – No objection subject to a condition</p>

<p>REPRESENTATIONS</p>	<p>Representations have been received from 229 separate parties, 201 of whom have written in support of the proposals and 28 who have submitted objections.</p> <p>The letters of support comment that the proposals would address a shortage of housing in the area and help to secure the finances of the golf club, which is important to the community and local economy of the area. It is further commented that the golf club finances are at risk, reflecting a downward trend in golf club finances throughout the country. It is commented that the development would generate welcome funds to secure necessary upgrades to the clubhouse, the required renewal of the greenkeeping accommodation and other improvements to the course.</p> <p>It is further stated that the proposals would improve infrastructure and access at Newton Avenue, including to Newton Cottage, and that the new houses would provide economic opportunity for local business, potential additional members to the golf club and Council tax revenue. Letters of support also state that the development proposals are proportionate for their location.</p> <p>In terms of the objections received, the substance of these may be summarised as follows:</p> <ol style="list-style-type: none"> <li>1. The loss of green belt land, with objection also raised to the allocation of the site for housing. It is commented that there is no shortfall in the effective housing land supply; that there are ample alternative brownfield sites which should be prioritised; and that the loss of green belt to housing sets a precedent for further future residential development, potentially of the whole golf course.</li> <li>2. Loss of long-established, mature, native woodland to the detriment of amenity and contrary to the climate emergency agenda. It is also commented that the quality of the woodland is high and not recognised by the applicants.</li> <li>3. Adverse impacts on access to greenspace and associated detriment to physical and mental wellbeing.</li> <li>4. Adverse impacts on biodiversity and wildlife, including loss of habitat and harm to protected species, bird species, moth species and deer.</li> <li>5. The trees subject to felling have previously been planted using public money from Scottish Forestry's woodland grant scheme initiative.</li> <li>6. The tree surveys are out of date and show the position of the proposals differently to the application drawings.</li> </ol>
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	<ol style="list-style-type: none"> <li>7. Japanese Knotweed and Himalayan Balsam are identified in the tree and ecology reports as being present. It is required that these are treated and eradicated prior to any development.</li> <li>8. Whether the proposals have been subject to an Environment Impact Assessment.</li> <li>9. The site description is inaccurate in referring to “Land to East of Newton Cottage”.</li> <li>10. Traffic impact, including concerns regarding the safety of pedestrians, the build-up of further traffic at the junction of Newton Avenue with Main Road, the need for the installation of traffic signals and road safety concerns in relation to the proposed greenkeeping facility.</li> <li>11. Impacts on air quality.</li> <li>12. The access into the residential development being overly steep and hazardous, particularly during icy conditions.</li> <li>13. The density of the proposed residential units being excessive and the proposed flats being incompatible with the character of the area.</li> <li>14. The proposed units being visually unappealing, out of character and incongruous to the character of other houses in the area.</li> <li>15. The impact of the proposed units on the privacy and amenity of existing houses in the area.</li> <li>16. Concerns regarding flooding and drainage issues, including concerns that ground conditions are insufficient to support drainage from the proposals and that the proposals could increase risk to other nearby properties. Concerns are also raised that no application has been made to Scottish Water to connect to their apparatus.</li> <li>17. Concerns regarding the proposed detention basin with respect to safety, overflows and vermin.</li> <li>18. Concerns regarding noise and disturbance resulting from the proposed relocated greenkeeping facility. It is also in this regard contended that the greenkeeping facility constitutes a “change of use” to light industrial use.</li> <li>19. Concern that the greenkeeping facility and associated equipment and materials will be untidy and not adequately maintained.</li> </ol>
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	<p>20. Lack of detail regarding the greenkeeping facility including its finishing materials, site levels, screening, lighting and matters relating to its operation, equipment and issues of access around the facility and to and from the golf course</p> <p>21. Concerns regarding odours from the greenkeeping facility.</p> <p>22. The greenkeeping facility being out of proportion to neighbouring bungalows.</p> <p>23. Clarification sought regarding the purpose and position of a tank relating to the greenkeeping facility.</p> <p>24. Concern that no site investigation report has been submitted.</p> <p>25. The economic case put forward by the Golf Club that the proposals are necessary to secure the financial future of the club are questioned in view of current membership waiting lists and it is contended that short term economic gain is being prioritised before long term sustainability. It is also pointed out that support for the proposals are from golf club members who do not generally live in the vicinity.</p> <p>26. Noise, disruption and safety issues during construction.</p> <p>27. The path construction and lighting resulting in loss of greenspace and wildlife habitat.</p> <p>28. The potential for the path to attract anti-social and criminal behaviour, including burglaries, and a reopening of access to motorcycles and other unauthorised vehicles on the course.</p> <p>29. Concerns regarding the impact of the path and lighting on the amenity of nearby houses.</p> <p>30. Concerns regarding the maintenance of the path.</p> <p>31. Concerns regarding how the access from Newton Drive to the path would be designed and managed, including the footways on Newton Drive and the potential impact of any new streetlighting on Newton Drive.</p> <p>32. Concerns regarding users of the path being struck by golf balls and the golf club not accepting liability for injuries.</p> <p>33. The carbon footprint impact of constructing and servicing the path.</p>
DEVELOPMENT PLAN POLICIES	<p><u>Adopted Renfrewshire Local Development Plan (2021)</u></p> <p>Policy P1 – Renfrewshire’s Places</p> <p>Policy P2 – Additional Housing Sites</p> <p>Policy P3 – Housing Mix and Affordable Housing</p> <p>Policy P6 – Open Space</p> <p>Policy ENV 1 – Green Belt</p>



	<p>Policy ENV 2 – Natural Heritage  Policy I1 – Connecting Places  Policy I3 – Flooding and Drainage  Policy I7 – Zero and Low Carbon Buildings</p> <p><u>Draft Proposed New Development Supplementary Guidance (2019)</u></p> <p>Delivering the Places Strategy: Creating Places; Green Network and Infrastructure; and Open Space.  Delivering the Infrastructure Strategy: Connecting Places; Provision for Waste Recycling in New Developments; Flooding and Drainage; and Renewable and Low Carbon Energy Developments.  Delivering the Environment Strategy: Acceptable Forms of Development in the Green Belt; Green Belt Development Criteria; Natural Heritage; Trees, Woodland and Forestry; Biodiversity; Noise; and Contaminated Land.</p> <p><u>Material considerations</u>  Renfrewshire's Places Residential Design Guide March 2015</p>
PLANNING ASSESSMENT	<p><b>Residential Development</b></p> <p>The application is identified in the Local Development Plan (2021) as a housing land supply site which is suitable for delivering up to 25 units where Policy P2 applies.</p> <p>As such, the proposed residential development of 25 units accords in principle with <b>Policy P1</b> and <b>Policy P2</b> of the adopted Local Development Plan in contributing towards the range and choice of sites necessary to support Renfrewshire's housing need and demand. In order to consider the detail of the proposed residential development, Policy P1 requires that the proposals be assessed against the criteria set out in the draft <b>New Development Supplementary Guidance</b> and the associated <b>Renfrewshire's Places Residential Design Guide</b>. The main issues of consideration in this regard are assessed as follows:</p> <p><b><i>Context and Character</i></b></p> <p>The residential development would be contained within an area to the south of the existing housing at Newton Avenue, Newton Drive and Roundhill Drive and follows a logical extension to the village envelope, with Newton Cottage retained to the south and the wider area contained by the woodland edge and the golf course to the west, south and east. The south-east portion of the development is currently occupied by the existing greenkeeping facilities and the built form is therefore already established within this portion of the site.</p> <p>The existing streets to the north are characterised by one and two-storey detached and semi-detached houses of traditional character within a leafy setting, with good levels of tree cover, hedging and other planting.</p>

	<p>Tree cover would be retained around the edges of the proposed development, particularly towards the south and east, with street tree planting and additional proposed planting around and beyond the perimeters of the development ensuring that this context would be maintained. The development would be contained well away from any fairways and there would appear little prospect for further incremental development in the future given the containment of the site in relation to the surrounding woodland and golf course layout.</p> <p>The development also provides an appropriate housing mix in accordance with Policy P3 of the Local Development Plan, with eight flats proposed containing two bedrooms each and 17 houses comprising five different house types containing three, four or five bedrooms.</p> <p><b>Access and Connectivity</b></p> <p><b>Policy I1</b> of the adopted Renfrewshire Local Development Plan (2021) states that development proposals require to ensure appropriate provision and accessibility. Proposals which give priority to sustainable modes of transport and have no significant impact on the safe and efficient operation of the local or trunk road network will be supported.</p> <p>In this case, the Council's Environment and Infrastructure Service (Roads) initially objected to the residential development due to the steepness of the access from Newton Avenue. While the applicants have committed to alterations to widen and upgrade the access at the top of Newton Avenue to an adoptable standard, with improvements undertaken to facilitate safe vehicular access and to aid pedestrians, the gradient of a section of the footway would still be above that acceptable to support all modes of sustainable transport, particularly during adverse weather, such as wheelchairs and prams. As a result, the development would not comply with the principles of the National Transport Strategy for Scotland or the emerging National Planning Framework (NPF4) which promote a hierarchy of transport modes in which walking and wheeling are to be given greatest priority and private car use lowest priority after cycling, public transport and taxis/shared transport.</p> <p>Therefore, to make the development accessible for all, the applicants have added the proposal for a path link on golf course land to the east of houses on Newton Avenue. The path would provide a route at a consistently shallow 5% gradient running from the eastern end of Newton Drive to the north east corner of the residential development. The development now meets Environment and Infrastructure Service (Roads) requirements in terms of accessibility. Further consideration of the path is undertaken later in this assessment.</p> <p>Elsewhere, suitable access would be retained into the woodland to the west and south of the development, connecting with other paths within the golf course grounds. This would include a new path link from the west of the development.</p>
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These links, together with the proposed path link from Newton Drive, result in an acceptable level of permeability in providing connections to other areas of greenspace and additional path networks. Newton Avenue itself is well-connected to local services and amenities, with the National Cycle Network also accessible from Main Road. Wallace Primary School is approximately 1.4 kilometres away following the existing footways, with a shorter route also possible via informal paths through the golf course.

A transport statement has been submitted which considers the impact of additional traffic from the development on the existing road network. This provides data on the likely number of road journeys generated by the development at peak times. The statement concludes that while vehicles do often require to wait some to turn out of the junction, even if the proposed development should generate twice as much traffic as estimated, the junction would not be operating at full capacity and signalisation would not be required. However, the assessment does consider that the kerbs at the junction should be built out and the road markings moved some 1.41 metres forward to improve visibility at the junction. The Environment and Infrastructure Service (Roads) have raised no adverse comments regarding these findings, subject to a condition to ensure the improvements to the junction are undertaken as outlined..

#### ***Layout and Built Form***

The development layout would contain active frontages onto the roads, with the open space also well overlooked. A narrow, wooded buffer ranging between 4.3 and 7.6 metres wide would be retained between the proposed plots and the nearest existing properties on Newton Avenue to the north and the impact on the general outlook of the streetscene on Newton Avenue is not considered to be adverse. Grass verges and a small area of open space within the centre of the site would also contribute to the aesthetic character of the development.

The mass of the buildings, in all being two-storey would be in keeping with a typical edge of settlement residential development and is considered acceptable for the area, which supports both one and two storey housing. Whilst the new units would be elevated in relation to the existing houses to the north, their rear windows would be an acceptable distance of more than 13 metres from the nearest gardens and more than 22 metres from the nearest neighbouring windows facing south.

These aspects are sufficient to ensure no unacceptable loss of privacy, outlook or natural light afforded to the existing houses. The layout is also sufficiently distanced and arranged in relation to the one and a half storey Newton Cottage to preserve the privacy and amenity of its inhabitants and to appear acceptably in proportion.

The eight flats would essentially constitute “four in a block” properties and the mass of these buildings would not appear significantly out of context.

	<p>The height of the blocks, at approximately 9.7 metres, would not be significantly higher than the 9.3 metres height of the highest of the five other house types proposed. Given the small number of flats proposed, it is not considered that these would be incongruous with the wider area and would add to the range of accommodation offered by the development, as promoted by Policy P3 of the Local Development Plan.</p> <p>The plots of the proposed units are themselves relatively modest, but provide sufficiently sized rear gardens for amenity, whilst the layout also ensures appropriate levels of privacy between properties. The front curtilages of the properties would be open, with grass gardens, verges and different surfacing materials contributing to the active street frontage.</p> <p>Whilst the plot sizes are smaller than many other plots on Newton Avenue and adjacent streets, they are not dissimilar to other more recent developments, including the housing at the west end of Newton Drive. The density of the development is not in this respect excessive, with the number of units proposed according with the number deemed appropriate in the adopted Renfrewshire Local Development Plan (2021).</p> <p><b><i>Environment and Community</i></b></p> <p>Policy ENV 2 of the Renfrewshire Local Development Plan states that development proposals should enhance access to Renfrewshire's natural environment and minimise any adverse impacts on habitats, species, network connectivity or landscape character.</p> <p>In this case the proposals would entail the removal of a an area of woodland including trees at varying stages of maturity. It should be noted that the trees affected by the proposed development are not subject to a tree protection order (TPO).</p> <p>Where woodland is removed in association with development, the draft New Development Supplementary Guidance states that developers will be expected to provide compensatory planting, in line with the Scottish Government's control of woodland policy. It is further observed from a tree survey submitted by the applicants that young and semi-mature trees within the western part of the site were planted with grant funding provided by the Forestry Commission (now Scottish Forestry) through their Woodland Grant Scheme. Non-compliance with any terms of this grant would be a matter for Scottish Forestry.</p> <p>Representees have also noted that the tree survey was undertaken in 2017. However, it is considered that this, in conjunction with various site visits has allowed the development's impact on trees to be properly assessed. In this regard, the woodland is noted to accommodate trees of varying quality, including some good quality specimens, many of which are native broadleaf species. Notwithstanding the value of individual trees, the woodland also contributes a very pleasant green space which is accessible to nearby residents.</p>
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	<p>As such, the proposals do not fully accord with <b>Policy ENV 2</b>; however, it is considered that the removal of the trees to accommodate the development would on balance be acceptable subject to appropriate compensatory planting being undertaken. This takes into account trees being retained around the edges of the site and the area of tree felling constituting a small portion of the overall extent of woodland cover within the wider golf club grounds.</p> <p>In terms of compensatory planting, the applicants propose to plant trees within the proposed development, including street trees, and to plant additional woodland around the edges of the site and outwith the site boundary within golf course land. This will help mitigate the tree loss, while the retained tree cover, particularly to the south and east, will protect the landscape setting by limiting views of the development. The new planting and existing tree cover round the site edges will continue to offer corridors for wildlife, along with the further tree and woodland cover throughout the golf course.</p> <p>The applicants have submitted an arboricultural method statement which outlines protective measures for the retained trees during development and offers an indicative schedule for compensatory planting. To maximise the benefit of the retained and new areas of woodland, it is considered appropriate to condition the submission and approval of a woodland management plan to preserve and enhance the retained and new woodland areas and also to condition further compensatory planting within the wider golf course.</p> <p>An ecological appraisal has been submitted, which outlines the findings of surveys undertaken on site. This observes the presence of a shed adjacent to the main existing greenkeeping buildings which offers “moderate” potential for roosting bats. The report therefore advises that two “activity surveys” should be undertaken prior to works on this building, or any heavy engineering within 30 metres of the building. As two of the houses and one of the flat blocks would be within 30 metres of this building, it is appropriate to condition these further surveys. The woodland is also found to offer potential as a commuter corridor for foraging bats but any roosting is considered to be limited to summer months, with the potential for hibernating bats rated as ‘negligible’. Signs of grey squirrel and deer are also observed but are not protected species, while a range of bird species have also been observed.</p> <p>It is appropriate in accordance with common practice that any treeworks should only be undertaken outwith the bird nesting season. As noted, the retention of tree cover around the site edges and elsewhere within the golf course, together with compensatory planting are considered appropriate in mitigating these impacts. The ecological appraisal also recommends species appropriate for understorey planting to enhance the biodiversity appeal of these areas. This could be included within a woodland management plan as referenced above.</p>
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	<p>Glasgow Airport Safeguarding have additionally requested that should consent be granted, a standard condition requiring the submission and approval of a soft landscaping strategy should be applied. The purpose of this would be to ensure no adverse impacts in terms of certain bird species which could in turn potentially affect passing aircraft. A condition on this basis is therefore appropriate.</p> <p>In terms of flooding and drainage, the applicants have submitted a drainage assessment. This outlines in detail a proposal to employ a sustainable drainage system (SuDS) in order to collect and treat surface water from the development, with the aid of a detention basin, and to direct flows in a controlled matter towards the Lexwell Burn to the east. The document proposes that foul water would be directed to the existing combined sewer on Newton Avenue. Scottish Water have confirmed no objection to the proposals, but it should nevertheless be noted that permission to connect to their apparatus is a separate process which the applicants would still have to pursue following any granting of planning permission. A flood risk assessment has also been submitted which concludes that the housing development would not be at risk of flooding given its elevated position.</p> <p>In view of the above, the residential proposals are considered to comply with <b>Policy I3</b> of the adopted local development plan and the associated supplementary guidance.</p> <p><b><i>Buildings and Design</i></b></p> <p>The proposed dwellings are of an appropriate contemporary design which is considered to bein keeping with the character of the built environment of the wider area. The exact specifications of proposed finishings can be the subject of a suitable planning condition in the event that planning permission is granted.</p> <p><b>Policy I7</b> requires that new housing developments should demonstrate a commitment to technology which produces low or no amounts of carbon dioxide emissions, to reduce the predicted emissions by at least 15% below 2007 building standards. In response to this, the applicants have submitted a Low Carbon Development Statement which contains a range of measures they would intend to pursue in order to comply with Policy I7 and with relevant building regulations. These include thermally modelled construction details, Mechanical Ventilation Heat Recovery systems, air-tightness testing, installation of Air Source Heat Pumps and space heating controls within underfloor heating. These measures are considered appropriate in meeting the requirements of Policy I7.</p> <p><b>Greenkeeping Facility</b></p> <p>The site of the proposed greenkeeping facility is designated both as green belt and as open space in the adopted Renfrewshire Local Development Plan (2021), where Policy ENV 1 and Policy P6 apply respectively.</p>
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	<p>Policy ENV 1 seeks to maintain the identity of settlements, protect and enhance the landscape setting of an area and protect and promote access opportunities for open space. Proposals within the green belt will only be considered acceptable where they are compatible with the draft New Development Supplementary Guidance.</p> <p>The draft New Development Supplementary Guidance lists the types of development which are acceptable forms of development in the green belt. This includes recreational and commercial uses compatible with an agricultural or natural environment setting. As the greenkeeping facility relates to the operation of an established golf course, the principle of this being located within green belt is acceptable, subject to assessment against the Green Belt Development Criteria. The main issues of consideration in this regard are assessed as follows:</p> <p><b><i>Nature Conservation, Trees and Landscape Setting</i></b></p> <p>The area is not subject to any formal environmental designations. The development would be sited on an area of low-lying grassland featuring a range of mostly young and semi-mature trees, with additional mature trees providing a backdrop to the north and west. A tree survey submitted with the application outlines that trees were planted within this area under the same woodland grant scheme as some of the trees to be removed from the residential site. Again, as with the residential site, non-compliance with the terms of any grant would be a matter for Scottish Forestry.</p> <p>The majority of trees would be retained but a number of young and semi-mature trees would require to be removed in order to accommodate the footprint of the greenkeeping building, the storage area, access and hard surfacing. Good tree cover would be retained between the development and the nearest houses to the north and west, as well as to the east. This, together with the muted dark green and dark grey colours of the proposed building, would enable it to blend in with its landscape setting. Notwithstanding the tree loss, additional compensatory planting can be conditioned as outlined above with respect to the proposed residential development.</p> <p>The ecological survey for the area notes no signs of any protected species. Whilst the development would cut into this area of natural environment, the wider areas of wild grass and tree cover largely surrounding the proposed development would be retained and it is not considered that the overall impact on nature conservation would be significantly adverse.</p> <p><b><i>Siting and Design</i></b></p> <p>The greenkeeping building would be of a conventional design, similar to the existing building to the south of Newton Avenue. It would have a rectangular footprint and feature a dual-pitched roof and finishing materials appropriate for its purpose, comprising green and grey plastisol sheeting.</p>
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	<p>The building would be set well back from the access from Newton Drive and would be approximately 25 metres from the gardens of the nearest houses at Main Road to the north and 70 metres from the nearest gardens on Newton Avenue to the west. The storage bays would be arranged perpendicular to the greenkeeping building and would be approximately 25 metres and 40 metres from the nearest gardens to the north and west respectively. Given these distances, the proposals are not considered to significantly affect the amenity of the nearby housing in terms of outlook, privacy or loss of light. Tree cover would also help to screen the building. The height of the building, at approximately 7.3 metres, would not appear out of proportion with the nearest houses, including bungalows at Main Road to the north.</p> <p><b>Noise and Disturbance</b></p> <p>A Noise Impact Assessment has been submitted and considered acceptable by the Communities and Housing Service (Environmental Protection Team) following clarification on some minor details.</p> <p>As part of this process, the greenkeepers have provided details of the operations that would take place at the facility and in its vicinity. They state that the hours of operation would typically be 06:00 to 14:00 hours Monday to Friday and 05:30 to 13:30 Saturdays and Sundays in the summer and 07:00 to 15:00 hours seven days a week in the winter.</p> <p>Vehicles used would include a number of grass-cutting machines, while a tractor and trailer and a 4x4 vehicle would also be used for loading, unloading and transporting equipment. A digger would be used one day a week for a period of up to 20 minutes to load the trailer with sand and gravel. The greenkeepers further advise that at the beginning of the day, vehicles would be started within the building and run at a low level, prior to exiting directly on to the golf course to the south. They also state that the vehicles do not require reverse alarms and that intense periods of activity at the premises are limited, with most work being undertaken out on the course and preparation works undertaken at the end of a typical day to avoid significant prolonged early morning activity at the facility prior to going out on to the course. Two close boarded fences are also proposed to reduce noise levels to the north and west.</p> <p>Whilst the Communities &amp; Housing Service (Environmental Protection Team) has accepted the findings of the noise impact assessment and therefore has no objections, the acoustic consultant employed by the applicants has raised the possibility of a “noise management plan” which could be an active document which all greenkeeping staff are trained to follow. This would include measures of best practice in terms of matters such as idling vehicles and trailers being loaded within screened areas. To provide greater assurance that noise in relation to the facility would be appropriately managed, it is considered prudent to apply a condition requiring the approval and implementation of a management plan of this nature.</p>
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	<p><b>Odours</b> Significant odours are not anticipated in terms of the activities that would operate from the facility, while it is further noted that the Communities &amp; Housing Service (Environmental Protection Team) have raised no adverse comments in terms of odours.</p> <p><b>Traffic and Access Infrastructure</b> Access to the facility can easily be taken from Newton Drive, with space provided for turning vehicles to the front of the facility. The Council's Environment and Infrastructure Service (Roads) have raised no adverse comments in relation to this arrangement. Non-vehicular access to the surrounding woodland would be retained, while golf course vehicles would be able to directly access the golf course to the south of the facility.</p> <p><b>Flooding and Drainage</b> Anecdotal evidence submitted by representees suggests that the area of the proposed greenkeeping facility is prone to localised flooding. A flood risk assessment submitted on behalf of the applicants also notes the potential for pluvial flooding in the area, leading to ponding at the north end of the site. The assessment recommends that the building should be positioned at least 16.4 metres AOD (above ordnance datum) to not be at risk in this regard. The document also recommends post development overland flows as part of the final development solution, with land drainage installed along the north boundary to prevent additional ponding. It is considered that these details could be subject to a planning condition.</p> <p>The submitted drainage assessment proposes that the access road serving the greenkeeping facility should be made of permeable materials and that surface water from the building roof be collected and directed to a soakaway to limit additional overland flows.</p> <p>It is considered in this respect that the final details of the above can be appropriately addressed by condition. Further to this, it is observed that the greenkeeping facility is of a footprint that on its own would not typically require the submission of a Drainage Impact Assessment. This presupposes that the impacts of the facility should not be significantly adverse, but it is in any case appropriate to ensure that the final technical details are suitably effective.</p> <p><b>Open space</b> Policy P6 of the Local Development Plan safeguards designated areas of open space from development. As the designated open space area in this case is a golf course and the proposed greenkeeping facility would only intrude on a small portion of the wider open space, whilst also relating to its continued function as a golf course, the development is considered acceptable in terms of Policy P6.</p>
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### **Footpath**

The proposed footpath is considered necessary by the Environment and Infrastructure Service (Roads) in order to provide sustainable access for all people. As with the greenkeeping facility site, this area is designated in the adopted Local Development Plan as both green belt and open space under Policy ENV 1 and Policy P6 respectively.

The draft New Development Supplementary Guidance categorises new active travel routes as acceptable green belt development and the path is therefore compliant in principle with Policy ENV 1. In terms of the Green Belt Development Criteria, the path would not impact significantly on existing natural heritage or wildlife habitats.

In terms of landscape setting, the most notable visual impact would be the proposed lighting. Initial discussions have taken place with the developers and the Council's Environment and Infrastructure Service (Roads) and it is considered that the exact specifications of the lighting can be secured by condition. It is considered that the lighting can be designed to minimise the visual intrusion on the landscape and amenity of the residents in terms of potential glare, whilst also ensuring the path and adjacent areas of land are suitably illuminated in the interests of safety.

It is noted that a desire line cuts through this area and dogwalkers have been seen using this during site visits. The new path would therefore formalise a route through this area. The path itself would be set back from the rear boundaries of the properties on Newton Avenue, a minimum of 5.5 metres and would maintain a consistent low gradient of 5%.

The houses on the east side of Newton Avenue are noted to have gardens with above average length and as such the path would not raise unacceptable passive overlooking of any windows; however, it would still be close enough to the properties to be overlooked from first floor windows. This should enable users of the path to feel safe, whilst also acting as a deterrent to potential anti-social or criminal behaviour.

As an active travel route running through the open space, the proposed path supports Policy P6 by providing enhanced access to an area of green space, as well as providing a sustainable option to ensure the proposed residential development is accessible for all, as required by national guidance and Policy I1 of the adopted Renfrewshire Local Development Plan (2021).

### **Representations**

In response to the objections not addressed in the above assessment, the following comments are made:

(6) As noted in the assessment, the tree surveys are considered to provide sufficient information on the quality of the trees.

	<p>As the surveys constitute supporting documents rather than drawings, the differing locations of the buildings shown in the surveys is not relevant to the formal assessment.</p> <p>(7) The Wildlife and Countryside Act 1981 Act (as amended) confers responsibility on landowners to address invasive species such as Japanese Knotweed and Himalyan Balsalm spreading in the wild. Whilst this is not subject to planning control, the golf course are aware of their duties in this regard.</p> <p>(8) The proposals do not come under the categories of development listed under either Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. As such, an Environmental Impact Assessment was not required in this case.</p> <p>(9) The site locations are clearly mapped in the neighbour notification letter issued to neighbours and in the application drawings, when viewed. It is also noted that the applicants held a pre-application event to publicise the proposals. As such, there is no ambiguity regarding the land to which the application relates.</p> <p>(17) The safety and operation of the proposed detention basin would be the responsibility of the developer in accordance with relevant technical guidance.</p> <p>(18) The greenkeeping facility constitutes an ancillary use which supports the overall functioning of the golf course, but the planning assessment has in any case considered the facility in the context of its operations and activities.</p> <p>(19) The greenkeeping facility is well-contained and suitably distanced from the nearest houses that any issues of untidiness or maintenance would not significantly affect the amenity of neighbouring land uses.</p> <p>(23) The applicants have clarified that the proposed tank would be a water tank which would be positioned immediately to the south of the greenkeeping facility. This is depicted on the application drawings.</p> <p>(24) The Communities and Housing (Environmental Protection Team) have advised that significant contamination is unlikely but have recommended conditions requiring site investigation of the proposed housing site and, if necessary, mitigation measures to be undertaken and verified. Appropriate conditions can be attached to control these matters.</p> <p>(25) Whilst it would appear likely that the parties who have written in favour of the proposals will be golf club members, there is no restriction on who may comment on an application. In terms of the economic case put forward by the applicant, it is noted that some of the representees objecting to the development question this, noting that there is a current waiting list for membership.</p>
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	<p>It is not within the scope of the planning assessment to determine or speculate on the extent to which the development is, or is not, required for financial means. The provisions of the Local Development Plan must take primacy in consideration of the development. Notwithstanding the financial position of the golf club, it is acknowledged that the club is essential to the local community and any potential loss of the club would have significant implications for the surrounding area.</p> <p>(26) Issues of noise, disruption and safety during construction are not material planning considerations.</p> <p>(28) The potential for the path attracting anti-social or criminal elements is discussed in the assessment. In terms of the path making it possible for motorcycle and other such vehicles to access the course, this would be a matter for the golf club to address.</p> <p>(30) The future maintenance of the path can be subject to a condition.</p> <p>(31) As noted, the final design of the route and lighting can be subject to a condition. Newton Drive itself is adopted and the addition of any lighting can be sensitively designed in consultation with the Environment and Infrastructure Service (Roads).</p> <p>(32) The path would provide a formal route in place of an existing established desire line. Liability is not a planning matter.</p> <p>(33) This is considered to be outweighed by the longer-term sustainability of the path providing non-motorised access to the development for all.</p> <p><b>Conclusion</b></p> <p>It is considered that the residential proposals would deliver a high-quality development within an attractive setting which would support housing demand in the area. The new greenkeeping facility would be sensitively sited, while the proposed path link would support the sustainability of the residential development by ensuring it is suitably accessible for all people.</p> <p>The proposal's impacts have been fully considered in the above assessment , particularly in terms of the loss of woodland and green space. The site is designated as part of the housing land supply within the adopted Renfrewshire Local Development Plan (2021) and it has been identified as suitable for the delivery of 25 units, together with appropriate mitigation for the tree loss to include compensatory planting; protection of retained trees during development; and longer-term management measures through a woodland management plan, it is not considered that these impacts should deter from the application receiving a favourable recommendation.</p> <p>In view of the foregoing, it is therefore recommended that this application should be granted subject to conditions.</p>
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RECOMMENDATION	Grant Subject to Conditions
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### **Reason for Decision**

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

### **Conditions**

1. No development shall commence on the residential site until written approval of:

- (a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the site); and, if remedial works are recommended therein
- (b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained within the site investigation report

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

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

2. That prior to the occupation of any residential unit on the site:

- (a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan; or
- (b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use

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

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

3. That, prior to the erection of any of the residential units or greenkeeping facility hereby approved, a detailed schedule of the proposed external finishes for each building, together with a plan and schedule of the surface treatments to be used on all roads and footpaths shall be submitted for the written approval of Renfrewshire Council as Planning Authority.

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

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

4. That, prior to the commencement of the development, details of all boundary treatments to be formed shall be submitted for the written approval of Renfrewshire Council as Planning Authority. Thereafter, all boundary fences and walls as may be approved relating to or adjacent to each plot shall be erected prior to the occupation of the building within that plot to the satisfaction of Renfrewshire Council as Planning Authority.

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

5. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/publication/safeguarding.asp](http://www.aoa.org.uk/publication/safeguarding.asp)). These details shall include:

- Drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Systems (SUDS) (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp) ).

No subsequent alterations to the landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: In the interests of amenity and 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.

6. That prior to the commencement of development, details of the species, size and locations of all new trees to be planted shall be submitted and approved in writing by Renfrewshire Council as Planning Authority. This shall include full details of all trees indicated on drawing 1598 / 01 Rev A and shall also confirm details of further compensatory planting to be undertaken elsewhere within the golf course over and above the details indicated on drawing 1598 / 01 Rev A. Thereafter, all trees shall be planted within 12 months and any trees which die, are removed or become seriously damaged or diseased within a period of five years shall be replaced in the next planting season with others of a similar size and species, unless Renfrewshire Council as Planning Authority gives written consent to any variation.

Reason: In the interests of environment, amenity and the continuity of tree cover in the area.

7. That prior to the commencement of development, the applicant shall submit for the written approval of Renfrewshire Council as Planning Authority, a long-term Tree/Woodland Management & Maintenance Plan.

The Tree/Woodland Management & Maintenance Plan shall contain details on the monitoring of growth and condition of all retained trees within the application site boundaries, as well as all new trees and woodland planted in accordance with Condition 6.

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

8. That all existing trees to be retained shall be protected through the construction phase and future use of the sites in accordance with the recommendations set out in the submitted Arboricultural Method Statement by Brindley Associates dated April 2021 and in accordance with drawing 1598 / 01 Rev A.

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

9. Prior to the occupation of any of the dwelling units hereby approved a statement shall be submitted for the written approval of Renfrewshire Council as Planning Authority confirming all water management measures implemented in relation to the residential development in accordance with the submitted Drainage Strategy and Flood Risk Assessment by Dougal Baillie Associates, or as varied following the written approval of the Planning Authority.

Reason: To ensure suitable water management mitigation measures in relation to the development.

10. Prior to the occupation of the greenkeeping facility hereby approved a statement shall be submitted for the written approval of Renfrewshire Council as Planning Authority confirming that all water management measures in relation to the greenkeeping facility have been implemented in accordance with the submitted Drainage Strategy and Flood Risk Assessment by Dougal Baillie Associates, or as varied following the written approval of the Planning Authority.

Reason: To ensure suitable water management mitigation measures in relation to the development.

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



Reason: To ensure that any archaeological remains which may be disturbed can be identified, excavated and recorded.

12. That prior to development commencing within the residential site, two activity surveys for bats shall be undertaken with respect to potential bat roosts at the outbuilding immediately east of Newton Cottage identified in the Preliminary Ecological Appraisal by Brindley Associates dated September 2020. Should any bat roosts be discovered, no development shall take place prior to suitable mitigation measures being approved in writing by Renfrewshire Council as Planning Authority. Development shall thereafter only proceed in full accordance with these approved measures.

Reason: To ensure the continued protection of existing bat populations in accordance with European and national legislation.

13. That prior to the occupation of any of the dwelling units hereby approved, the footpath link as shown on drawing 17090-SK-15 Rev H shall have been completed. The path shall be of a minimum width of 2.5 metres and a maximum gradient of 5%.

Reason: To ensure that the development is appropriately accessible to sustainable modes of travel.

14. That prior to the occupation of any of the dwelling units hereby approved the specifications for the proposed lighting for the footpath as indicated on drawing 17090-SK-15 Rev H shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and installed in accordance with the approved details.

Reason: To ensure that the path is suitable for use in the interests of sustainable travel.

15. That prior to the occupation of any of the dwelling units hereby approved, Newton Avenue shall be upgraded in accordance with drawing 17090-SK-19 Rev A, entitled 'Proposed Road Gradients'.

Reason: To ensure the development is appropriately accessible.

16. That prior to the occupation of any dwelling units hereby approved, the following shall be installed on the extended access on Newton Avenue:

- (a) A handrail to the rear of the footway on both sides of Newton Avenue.
- (b) A screed of high friction surfacing on Newton Avenue where excessive gradients occur.

Reason: To ensure the development is appropriately accessible.



17. That prior to the occupation of any dwelling units hereby approved, details of the improvements to be undertaken to the junction of Newton Avenue with Main Road shall have been submitted and approved in writing by Renfrewshire Council as Planning Authority and implemented in accordance with the approved details.

Reason: In the interests of improving the safety and functioning of the road network in the area.

18. That parking provision within the completed residential development shall be provided in accordance with the parking standards outlined in the National Roads Development Guide. For the avoidance of doubt, garages are not to be counted towards this provision.

Reason: To ensure appropriate levels of parking provision within the residential development.

19. That prior to the occupation of the greenkeeping facility, full details of any lighting to be installed at the facility and on the access road from Newton Drive shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and installed in accordance with the approved details.

Reason: In the interests of residential amenity.

20. That prior to the occupation of the greenkeeping facility, a Noise Management Plan outlining measures of good practice to be followed by all employees at the facility shall have been submitted to and approved in writing by Renfrewshire Council as Planning Authority and shall thereafter remain in place for the lifetime of the development.

Reason: In the interests of residential 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 Gwen McCracken on 07483 419705.



# Planning Application: Report of Handling

Reference No. 22/0057/PP



Renfrewshire  
Council

## KEY INFORMATION

**Ward:**  
(6) Paisley Southeast

**Applicant:**  
Mr Zubair Malik

**Registered:**  
31 January 2022

Report by Head of Economy & Development

**PROSPECTIVE PROPOSAL:** Erection of drive-through dessert parlour (Class 1) with associated access and parking

**LOCATION:** Unit E, 1 Glenburn Road, Paisley, PA2 8TA

**APPLICATION FOR:** Full Planning Permission



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## RECOMMENDATION

Refuse

Alasdair Morrison  
Head of Economy &  
Development

## IDENTIFIED KEY ISSUES

- The application site is within an area of open space covered by Policy P1 of the Adopted Renfrewshire Local Development Plan.
- There have been forty one letters, and one petition received which object to the development.
- There have been no objections from consultees.

RENFREWSHIRE COUNCIL  
REPORT OF HANDLING FOR APPLICATION 22/0057/PP

SITE ADDRESS	Unit E,1 Glenburn Road, Paisley, PA2 8TA
PROPOSAL	Erection of drive-through dessert parlour (Class 1) with associated access and parking
RECOMMENDATION	Refuse

PROPOSALS	<p>This application seeks planning permission for the erection of a drive-through dessert parlour with associated access and parking on an area of grassland at the junction of Glenburn Road and Caplethill Road.</p> <p>The semi circle area of grassland is approx. 800 square metres. There is a single mature tree on the site, and no boundary treatment. It is bound by a hand car wash to the south, with Glenburn Road to the west and north and Caplethill Road to the east. The nearest residential properties are on Southfield Avenue approx. 15m to the north west, and Fintry Avenue approx. 40m to the south west.</p> <p>The proposed development comprises a single storey container unit positioned centrally within the area of open space. The container will be clad in treated cedar wood battens, and will incorporate a dual pitched roof. A semi circle area of approx. 440 square metres will be hard surfaced around the building to provide parking and manoeuvring space for vehicles. The remainder of the site will be left as grassland, and the mature tree will be retained.</p> <p>Access will be shared with the hand car wash. There are two points of access to the site in this regard, one from Glenburn Road to the west and the other from Caplethill Road to the east. The development will also use the bin storage arrangements associated with the hand car wash.</p> <p>This report relates to an application for planning permission 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 an application appearing on the weekly list, that the matter be removed from the scheme of delegation and that it be determined by the Board due to its potential impact on the amenity of the surrounding residential area.</p> <p>This request was submitted in line with the scheme submitted to Scottish Ministers and approved by Council on 1 March 2018 and was subject to discussion between the Convenor of the Communities Housing &amp; Planning Board and the Head of Economy and Development who agreed that in this instance it would be appropriate for Board to consider this application.</p>
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SITE HISTORY	<p>Application: 11/0134/PP</p> <p>Proposal: Change of use from petrol station and car wash to 24-hour hand car wash and valeting site (in retrospect).</p> <p>Decision: Grant subject to conditions</p>
CONSULTATIONS	<p><b>Communities &amp; Housing Services (Environmental Protection Team)</b> – Comments made with respect to potential for ground contamination, and noise associated with plant, machinery, and equipment.</p> <p><b>Environment &amp; Infrastructure Services (Roads)</b> – Confirmation sought over junction sightlines, pedestrian provision, parking and internal circulation, traffic generation in close proximity to busy junctions, anticipated vehicle trips, and management of access and egress across the site as a whole.</p> <p><b>Glasgow Airport Safeguarding</b> – No objections.</p>
REPRESENTATIONS	<p>Forty one letters of representation and one petition have been received. The letters and petition object to the application on the following grounds.</p> <p>1 – Safety and increased traffic at the busy T junction</p> <p>2 – Access to the site for pedestrians (especially children) is unsafe</p> <p>3 – Cars waiting for orders could cause tail backs onto Glenburn Road</p> <p>4 – Loss of green space which is aesthetically pleasing and provides visibility for drivers</p> <p>5 – Lack of parking</p> <p>6 – Litter</p> <p>7 – Noise and disturbance from late opening hours</p> <p>8 – Potential for anti-social behaviour</p> <p>9 – Over concentration of business uses within a residential area</p> <p>10 – Noise</p> <p>11 – Area is already well served by amenities</p>
DEVELOPMENT PLAN POLICIES	<p><u>Adopted Renfrewshire Local Development Plan (2021)</u></p> <p>Policy P1 – Renfrewshire's Places</p> <p>Policy P6 – Open Space</p> <p>Policy C2 – Development Outwith Renfrewshire's Network of Centres</p> <p>Policy I1 – Connecting Places</p>

	<p><u>Draft New Development Supplementary Guidance</u>  Delivering the Places Strategy – Creating Places and Open Space  Delivering the Centres Strategy – Meeting Local Neighbourhood Demand  Delivering the Infrastructure Strategy – Connecting Places</p> <p><u>Material considerations</u>  Renfrewshire's Places Residential Design Guide March 2015</p>
PLANNING ASSESSMENT	<p>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.</p> <p>The existing area of grassland makes a positive contribution to the amenity of the area. The grassland is not a formal recreational resource as such, and its value primarily derives from the positive contribution it makes to the place shaping of the residential environment at the eastern end of Glenburn Road and Southfield Avenue.</p> <p>The positive value of areas of open space is recognised by Policy P6 of the adopted Local Development Plan. Whilst the site is not formally identified on the proposals map as an area of open space, the associated draft new development supplementary guidance states that areas of open space not formally identified will nevertheless be protected from development unless certain criteria can be satisfied. Each criterion will be assessed in turn.</p> <p>The proposed development is not for recreation or physical activity use and will not improve the quality and range of facilities.</p> <p>There is not considered to be an excess of public open space in the immediate area surrounding the site. It is recognised that agricultural land to the east of Caplethill Road provides an open outlook to the area. However, the site makes a positive contribution to the amenity value of the residential environment, and this contribution will be eroded should the site be developed.</p> <p>The development will lead to the loss of approx. half of the area of open space.</p> <p>There are no existing facilities on this area of open space, and it has no formal function as a recreational resource. Therefore, there is no requirement for off setting of recreational facilities in this regard.</p> <p>In terms of replacement of the loss of this area ground it is not considered that alternative provision of equal value could be made available at another location.</p> <p>The proposed development would provide an additional service in the local area. However, there is a parade of units on Glenburn Road</p>

	<p>approx. 130m to the south west of the site which already serve local neighbourhood demand in this area. There is also a detached unit approx. 30m to the south west of the site which has recently been granted planning permission to operate as a class 3 with hot food takeaway (see application 19/0679/PP). On this basis it is not considered that the potential benefit associated with another food related establishment in the area would outweigh the open space value of the site.</p> <p>The letters of representation have raised concerns over the potential impact of the proposed development on the amenity of nearby residential properties. However there have been no objections from statutory consultees (subject to the imposition of conditions and the submission of further information). On this basis, it is possible that the principle of the proposed use may be acceptable within a residential environment.</p> <p>However, it should be noted that the proposal does not constitute the redevelopment of a brownfield site, and instead it would constitute the loss of an area of open space that makes a positive contribution to the amenity of the local area. The presumption is in favour of protecting these areas of open space, and erosion of the space would have a negative impact on the amenity of the area.</p> <p>On balance it is considered that the loss of open space associated with the proposed development would have a detrimental impact on the character and amenity of the place, and the value of the proposed development does not outweigh the present value of the site. There is not considered to be justification for the development in this regard, and on this basis, it is contrary to Policies P1 and P6.</p> <p>Policy C2 states that proposals for new commercial development should be located in accordance with the sequential approach. Development outwith the network of centres must be justified against several criteria including that the proposals are of an appropriate scale and do not significantly impact upon the function, character or amenity of the surrounding area.</p> <p>As noted above, the proposed development will have a detrimental impact on the character and amenity of the area as it will erode an area of open space. It has not been demonstrated that the proposed development would be of value in meeting a local neighbourhood demand that would off set the loss of the open space. The development is also therefore considered to be contrary to Policy C2.</p> <p>Policy I1 states that all development proposals require to ensure appropriate provision and accessibility including the ability to connect to active travel and public transport networks. Development proposals which give priority to sustainable modes of travel and have no significant impact on the safe and efficient operation of the local or trunk road network will be supported.</p> <p>Environment &amp; Infrastructure Services (Roads) has sought clarification</p>
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	<p>on several aspects of the development, namely accessibility for pedestrians and the potential impact on the local road network with respect to access, sightlines, and traffic generation.</p> <p>The proposed development is vehicle orientated, and the layout at present does not make provision for accessibility by other modes of transport. The applicant has also not provided any evidence in support of the development with respect to its potential impact of the development on the local road network. In view of the above, the proposal as it stands is contrary to Policy I1.</p> <p>In view of the above assessment, it is concluded that the proposed development is contrary to Policies P1, P6, C2 and I1 of the Adopted Renfrewshire Local Development Plan. Presumption is therefore weighted in favour of retaining the area of open space in its current form, and the proposed development does not justify the loss of open space in this regard. It is therefore recommended that the proposed development is refused.</p>
RECOMMENDATION	Refuse

### Reason for Decision

1. The proposed development is contrary to Policy P1 and P6 of the adopted Renfrewshire Local Development Plan and the draft New Development Supplementary Guidance on Open Space in that it will result in the loss of an area of open space which makes a positive contribution to the amenity of the place.
2. The proposed development is contrary to Policy C2 of the adopted Renfrewshire Local Development Plan and the draft New Development Supplementary Guidance on Meeting Local Neighbourhood Demand as it has not been justified and will have a detrimental impact on the character and amenity of the surrounding area.
3. The proposed development is contrary to Policy I1 of the adopted Renfrewshire Local Development Plan and the draft New Development Supplementary Guidance on Connecting Places in that it does not make adequate provision for accessibility for sustainable modes of travel nor has it been demonstrated that the development is compatible with the safe and efficient operation of the local road network with respect to access and traffic.