

Renfrewshire Local Plan



Local Plan Strategy

2 Local Plan Strategy

2.1 The Local Plan aims to secure the future prosperity of Renfrewshire by promoting sustainable economic development, encouraging and supporting regeneration and co-ordinating land use change while protecting and enhancing the quality of the natural heritage and built environment. In doing so the plan respects the policy context set out above in Section 1. The policies put forward are in accordance with national planning guidance and the Structure Plan, and more locally, express in land use terms, the Community Plan and the Council's Corporate Plan.

2.2 The aims of the Local Plan can be summarised in five strategic themes:

- Social Inclusion.
- Promotion of sustainable development and strengthening of the settlement pattern.
- Promotion of economic competitiveness.
- Protection and enhancement of the environment.
- Integration of planning and transport.

Social Inclusion

2.3 The Renfrewshire Community Plan identifies Social Inclusion as the first of three Guiding Principles. It states that the Community Plan partners are determined to work together to increase opportunities for all Renfrewshire's residents throughout their lives and to ensure that all individuals and families are able to participate fully and equally in the economic, social and cultural life of the community. This principle is reflected in the aims of the Structure Plan. Whilst the Local Plan is not engaged in the delivery of services, such as social work, health and education, which have a direct bearing on this issue, it is essential that Social Inclusion is a principle which guides the Local Plan policies and the preparation process. The Local Plan has the potential to have direct and indirect effects on Social Inclusion issues for example by directing employment, shopping, recreational and social facilities to easily accessible locations; by making provision for an appropriate range of housing; by protecting and, where possible, promoting the enhancement of residential areas; by safeguarding important open space and recreational areas; by making provision for new employment opportunities; and by setting a planning context for the Paisley Partnership Social Inclusion Partnership Areas.

STRATEGIC POLICY 1: Social Inclusion Strategy

Social Inclusion will be a key guiding principle underlying the policy framework of the Local Plan and through its preparation and implementation.

Promotion of sustainable development and strengthening the settlement pattern

2.4 The Structure Plan, the Renfrewshire Community Plan, and the Council's Corporate Plan commit the Council to seek to achieve sustainable development within Renfrewshire. The Council is also committed to producing a Local Agenda 21 (LA21) Strategy for Renfrewshire, which among other things will seek to introduce sustainable development into the activity

of the Council. In accordance with these established commitments, the policies of the Local Plan seek to achieve sustainable development within Renfrewshire. An important part of this is the development of a sustainable settlement strategy. It is intended that the established settlement pattern be retained and that the existing communities be strengthened by guiding development to existing towns and villages. This is in line with the Structure Plan Strategic Vision and requires that development will be directed to urban brownfield sites rather than greenfield sites: this will be complemented by continuing to implement a strong Green Belt policy which will continue to be tightly drawn round the existing settlement boundaries. Although the boundary of the Green Belt has been reviewed and the rationalised boundary is shown in the Proposals Map, the intention was not to allocate land for any expansion of the existing settlements through the release of Green Belt land. The policies covering the Major Areas of Change (Policies SS 1 - SS6) identify locations where major new development is proposed. Of particular note is Renfrew North where extensive residential, business and leisure proposals on existing vacant land to the west of the Braehead Centre will bring about a major expansion of housing and employment in Renfrew. The Royal Ordnance (RO) site at Bishopton is the subject of a masterplanning exercise by the site owner, which aims to assess the possibility of a planned expansion of the existing village utilising land currently within the RO site. The masterplanning exercise is based on the Structure Plan principles of strengthening and enhancing existing communities, and recycling brownfield land. At the time of publication, specific proposals for the scale and nature of development had not been established by the site owner. Within the Local Plan the main emphasis is therefore the recycling and renewal of land within the existing settlements rather than the release of land in the Green Belt. Strategic Policy 2 provides the policy base to achieve these aims. Town Centres are the heart of communities and contain a rich mix of commercial and cultural uses. Their protection, development and enhancement is a key aim of the Council and therefore forms an integral part of the settlement strategy.

STRATEGIC POLICY 2: Sustainable Development and Settlement Strategy

The Council will seek to ensure that development proposals adhere to the principles of sustainability.

A sustainable settlement pattern will be pursued by:-

- directing new development to sites within the existing towns and villages;
- safeguarding and promoting the vitality and viability of the town and village centres;
- applying strict controls to development within the Green Belt defined on the Proposals Map.

Promotion of Economic Competitiveness

2.5 The Local Plan has a vital function in promoting the economic competitiveness of Renfrewshire. Policies are included to permit the diversification of the local economy and to encourage the growth of local business and the attraction of inward investment, in accordance with the Council's Corporate Plan and Economic Strategy. Land use allocations are made to provide for a wide range of suitably located industrial and business sites with good accessibility. The plan supports the development of tourism as a further source of

economic activity in accordance with the Council's tourism strategy. Significant business development potential exists on the Clyde River Front in Renfrew, west of Braehead, which is identified in the Structure Plan as part of the Clyde Waterfront Metropolitan Flagship Initiative. This, together with the Strategic Industrial Sites at Inchinnan, Linwood, Hillington, Erskine Riverside and Mitsui Babcock in Renfrew will provide for the main thrust of industrial development in Renfrewshire, although many other significant areas are identified for the promotion of new industrial and business development.

2.6 Glasgow Airport, which is identified in the Structure Plan as an established national priority, is of prime importance to the economy of Renfrewshire and the wider area. The Council fully supports its further development by making provision for its expansion, and for sites for airport related development in close proximity to the airport.

2.7 Paisley Town Centre is recognised in the Structure Plan as a Strategic Business Centre and the Local Plan promotes appropriate business use in the Town Centre and in locations which will benefit from proximity to the town centre and which will contribute to its vitality and viability. The continued success and development of the University of Paisley in the Town Centre, together with Reid Kerr College to the north of the Town Centre, is vital to the educational, cultural and economic wellbeing of Paisley and Renfrewshire. The Council fully supports the continuing development of these institutions in recognition of the contribution they make to the life of the community. The Council also recognises the important role that business development within the Cart Corridor will have in complementing Paisley Town Centre's role as a Strategic Business Centre.

STRATEGIC POLICY 3: Promotion of Economic Competitiveness

The economic competitiveness of Renfrewshire, including the expansion of the airport; the retention and development of major business, industrial and other employment creating developments; and the development of the University of Paisley and Reid Kerr College, will be promoted by safeguarding appropriate locations for these uses.

Protection and Enhancement of the Environment

2.8 The protection and enhancement of the environment is of major importance to the Council and the Local Plan sets down a policy framework to ensure that what is valuable in both the natural heritage and built environment is preserved and, where possible, enhanced.

2.9 The Green Belt policy mentioned above in Strategic Policy 2 is an effective means of protecting the countryside, with its many areas of high quality landscape and valuable natural habitats, from inappropriate development and urban encroachment. The Local Plan provides the primary means of protection for the designated areas of natural heritage at international, national and local levels such as Special Protection Areas, Sites of Special Scientific Interest and Sites of Importance for Nature Conservation. The important rich variety of species and natural habitats in Renfrewshire are thus afforded protection from development that would threaten their survival, ensuring the continuation and expansion of the biodiversity of the area.

2.10 The quality of the built environment is very important to the Council and the Local Plan sets a framework of policies to ensure the preservation of those buildings which are listed as being of architectural or historic merit, and to identify the Conservation Areas which protect and enhance those areas of Renfrewshire's towns and villages which have a special character. In addition, the Council aims to promote a high standard of design in new developments to ensure that they make a positive contribution to Renfrewshire's townscape and built heritage.

STRATEGIC POLICY 4: Protection and Enhancement of the Environment

The valuable natural and built heritage resources within Renfrewshire will be protected by a prohibition on development which would have an unacceptable effect on these assets; the Council will, where possible, seek to enhance these important resources. In addition the Council will seek to secure high quality design for new developments.

Integration of Planning and Transport

2.11 The Local Plan aims to promote sustainable transport and the integration of transport and land use planning. It recognises the interrelationship between the development of land, the resultant travel patterns and the wider and longer term implications for transportation within Renfrewshire. The importance of this is highlighted in the Structure Plan which has the integration of planning and transportation as one of its four main aims and which promotes improved access between work, home, shops and leisure, particularly by public transport.

2.12 The recognition and incorporation of transport issues is integral to the whole policy framework of the Local Plan. The transport section sets down specific policies to secure the integration of transport into the planning and development process. The policies and proposals in the Local Plan complement those in the Council's Local Transport Strategy.

2.13 The Local Plan aims to ensure that new development is located to facilitate sustainable forms of transport reducing the need to rely on private cars and encouraging an increase in the use of public transport and in walking and cycling. The Local Plan will protect and promote the expansion of the network of walking and cycling routes throughout Renfrewshire.

STRATEGIC POLICY 5 : Integration of Planning and Transport

The integration of planning and transport will be pursued by:-

- ensuring that transportation issues are considered in the location of new development;
- addressing the full range of transportation issues when assessing development proposals;
- the inclusion of policies which will aim to reduce the need to rely on private cars and encourage an increase in the use of public transport and in walking and cycling.

MAJOR AREAS OF CHANGE AND DEVELOPMENT OPPORTUNITY

OVERVIEW

2.14 The topic sections identify a range of important substantial development opportunities, in particular for business and industry, housing, and retailing. There are however a number of areas of potential change, and development opportunity sites, where co-ordinated action is required or which are of a size and nature which make them a high priority for the Council. Some of these areas are, or have been, subject to studies, although in all cases the Council has yet to approve formally the detailed land uses and development proposals. It is intended that the policies set out below will provide a context for the identification of suitable uses and where appropriate the preparation of development proposals which will assist in the regeneration and productive and fruitful use of each of the areas. The Council recognises that development opportunities will arise in the local plan area as land and buildings become surplus to requirements. There will be a presumption in favour of the redevelopment of these brownfield sites, provided such redevelopment is consistent with the principles of sustainable development and accords with the policies of the structure and local plan.

Renfrew North

2.15 The Renfrew North area offers a substantial development opportunity between Renfrew Town Centre and Braehead Shopping Centre. It is expected that it will become a key business, leisure and housing location in the West of Scotland. The development has the potential to create several thousand jobs, and in doing so will regenerate one of the largest areas of derelict land in Renfrewshire. The renewal of the area forms a key component of the Clyde Waterfront Metropolitan Flagship Initiative identified in the Glasgow and the Clyde Valley Joint Structure Plan.

2.16 The Council requires a co-ordinated approach to the development and renewal of the area. To this end Capital Shopping Centres (CSC) appointed David Locke Associates to prepare an Area Development Framework (ADF) for the Area. The ADF sets out a framework for development for a range of uses, including business, leisure and residential, arranged within distinct land use areas to provide a new urban expansion to the north of Renfrew. A report on the Renfrew North Study was approved by the Planning Committee in September 2000. This identified, in principle, appropriate land uses which will support the regeneration of the area. The Council will wish actively to support, promote and ultimately to secure the implementation of agreed proposals in order to ensure the successful development of the area.

2.17 The development of the area raises a wide range of issues which will require to be resolved; notable among these are flooding, education provision and transport. In addition the Council will take account of the interests of the existing businesses, occupiers and land owners and will seek to work closely with them in any regeneration initiatives and, where these result in relocation of current uses, will endeavour to ensure that acceptable alternative premises are found. A co-ordinated approach has been developed between Renfrewshire Council and the Scottish Executive Roads Network Management and Maintenance Division (RNMMMD) to evaluate transport assessments of the impacts of new developments in this area, particularly in respect of their effect on the M8 and junctions to it.

2.18 Proposals for the North Renfrew Area are being progressed and the Council has granted outline planning consent for the land owned by CSC. Clyde Port Authority have expressed an intention to develop land at Renfrew Ferry / Meadowside for residential use and McFarlane Packaging have indicated an intention to close their operation and have expressed an intention to submit an application for planning consent for alternative use. The status of these applications, consents and investigations will clearly progress during the lifetime of the plan. The Council wishes to set out a positive development framework for the areas of major change but to make clear that there are many outstanding issues which require to be resolved. In order to take account of this, Policy SS1 sets out land uses which are acceptable in principle and indicates further investigations which require to be undertaken.

POLICY SS1: Renfrew North

The boundary of the areas of major change in Renfrew North are shown in the Proposals Map. Within this, 9 distinct land use areas are identified. Table S1 sets out the land uses which are acceptable in principle in each of these areas. Most of these require further proving. A brief summary of the requirements for each area is provided in Table S1; these are indicative only and the Council will expect developers to undertake the full range of investigations required to establish the suitability of sites for the development proposed. The two open space uses are regarded as acceptable and are shown on the Proposals Map with the appropriate Local Plan policy. In recognition of the fact that the planning status of the areas will progress, Table S1 also shows the Local Plan policy which the Council would intend to apply when the areas have been proved and development proposals have been approved by the Council.

Table S1 - Renfrew North. Land uses acceptable in principle subject to proving.

Locality	Use accepted in principle	Investigations and proving	Future policy coverage
Area 1 Leisure development	Indoor and intensive sport with associated uses as set out in planning application 00/988/PP	Subject to conditions set out in Council decision on Planning application 00/988/PP	Policy L6
Area 2 King's Inch Business Park	Business	Subject to conditions set out in Council decision on Planning application 00/988/PP	Policy IB 4 Locally important site for Business and Industry (Class 4)
Area 3 King's Inch Park	Open space Policy L3 shown shown in Proposals Map	Subject to conditions set out in Council decision on planning application 00/988/PP	Policy L3. Protection of formal and informal open space
Area 4 Ferry village phases 1 and 2, and Millburn	Housing	Subject to conditions set out in Council decision on planning application 00/988/PP	Policy H1. General Residential Policy
Area 5 South of King's Inch Road (Formerly McFarlane Packaging) (including small portion of CSC land in east)	Housing in west. Business in east.	Subject to full range of assessment via planning application	Eastern section of site:- Policy IB 4 Locally important site for Business and Industry (Class 4) Western section of site:- Policy H1. General Residential
Area 6 Station Road /Ferry Road	Business and Industry (reflecting existing primary use)	The future development of this site will be studied in conjunction with the preparation of the Renfrew Town Centre Action Plan.	Await outcome of study which will guide policy in future update of Local Plan
Area 7 Paterson's Park Allotments	Allotments Policy (L7) Shown in Proposals Map	Currently used as allotments. Allocated Allotments Policy (L7) in Proposals Map	Allotments Policy (L7)
Area 8 Ferry village Phase 3/ Meadowside	Housing	Subject to full range of assessment via planning application	Policy H1. General Residential Policy

Royal Ordnance Bishopton

2.19 The RO Bishopton site covers an area of approximately 950 hectares. Manufacturing activity at the plant ceased in 2002 although the administration block is still in use, temporarily and largely related to the decommissioning of the site. Additionally, the Environmental Test Facility will remain operational for the foreseeable future. This operation will have a requirement for a safeguarding zone which is presently under discussion with the Health and Safety Executive and which will impact on the future use of the site. A Working Group was established by the Scottish Executive in December 1999 to optimise the potential of the site after closure, including exploration of potential uses, amongst other objectives. The Structure Plan includes a specific policy covering the future study of the site (Strategic Policy 2) and states that consideration will be given to the outcome of the working group. It also promotes the preparation of a master plan to test the feasibility and impacts of longer term expansion for housing and employment generating uses at this location.

2.20 BAE Systems have appointed consultants to prepare a master plan for the RO Bishopton site. This will be undertaken in accordance with the Structure Plan's policies, aims and principles and will investigate the potential of RO Bishopton to contribute to the requirement for development land post 2006. The site is also recognised as a potential Single User High Amenity site for inward investment and the site's potential for this purpose is being examined as part of the master planning exercise.

2.21 The master planning study is based on the following principles:

- (a) Strengthening the existing community of Bishopton by enhancing community infrastructure.
- (b) Sustainable development, including minimising private car use, safeguarding high value environmental resources, measures to reduce energy consumption, and sensitivity to resource carrying capacities.
- (c) Effective remediation, reclamation and reuse of the entire site, including the sustainable treatment of undeveloped areas for appropriate countryside uses.

2.22 The study has identified a hypothetical 15 year development scenario, and will test its feasibility and impacts upon Bishopton, Renfrewshire and the sub-region as appropriate. Proposals for the site will then need to be confirmed through the statutory planning process. Pending the outcome of the master planning exercise, the site remains covered by a policy reflecting its previous use.

POLICY SS2: Royal Ordnance Bishopton

The Council

- (a) requires the environmental renewal and future development potential of the Royal Ordnance Bishopton site to be assessed.
- (b) will require the proposed development of the site to be the subject of a masterplan.
- (c) will require the master plan to be compatible with the Structure Plan's strategic planning framework and with Local Plan policies.
- (d) will assess the acceptability of the master plan and will consider, among other things:
 - the extent of the remediation of the Royal Ordnance site which will be achieved,
 - infrastructure provision including community facilities and services, and
 - the impact of the proposals on the existing settlement of Bishopton.

Pending the Council's decision on the future use and development of the land, the site will be safeguarded for its established use.

Cart Corridor, Paisley

2.23 The Cart Corridor includes one of the Social Inclusion Partnership Areas identified below in POLICY SS6. The Cart Corridor is a vitally important area which links Paisley Town Centre and Glasgow Airport. It was the subject of a recent study which was reported to the Renfrewshire Council Policy and Resources Committee in May 2000. Much of the emphasis of the study is on physical regeneration, and it is anticipated that a number of development opportunities, for both the public and private sectors, will emerge. Specific land uses which are agreed through the study or through a master plan will be incorporated in the Local Plan or through the subsequent appraisal and update process.

2.24 The Committee agreed that a Joint Venture Company should be established which would focus on property development projects in support of the regeneration of the area. The Local Plan allows for the renewal of the area and the implementation of projects and proposals which emerge and which are approved by the Council.

POLICY SS3 : Cart Corridor, Paisley

The Council considers the land identified on the Proposals Map as the Cart Corridor Project to be suitable for a mix of land uses which will be guided by the aims and outcome of the Cart Corridor Regeneration Strategy.

Saucel Street, Paisley

2.25 The Saucel Street site, which is in multi-ownership, has lain vacant for a considerable period of time. It has been the subject of various development proposals over this period,

including retailing and housing. The Council, together with the other owners, recently approved a development brief for the site, which allows for a mix of uses, with the aim of achieving a comprehensive development. The site has been marketed for development and proposals are currently being assessed by the various land owners. This policy reflects the land uses identified in the development brief.

POLICY SS4: Saucel Street, Paisley

The land identified on the Proposals Map at Saucel Street in Paisley will be considered appropriate for a mix of residential, business, leisure, food and drink outlets and public car parking in accordance with the approved Development Brief.

Anchor Mills, Paisley

2.26 Some of the buildings and land at the Anchor Mills have lain vacant for many years. The Council is most anxious to encourage an appropriate use or mix of uses which would bring the Listed Buildings back into use, and regenerate an area which represents a most important part of Paisley's industrial heritage. With that aim, consent has been granted for the conversion of the Finishing Mill to residential use, with an associated consent for the development of a food supermarket on an adjoining area of land. The Mile-End Mill has been re-instated for business use, and residential development is proceeding on the remainder of the site. Such uses are considered to be appropriate for the site, and mutually compatible.

POLICY SS5: Anchor Mills, Paisley

The Council supports proposals which are considered to assist towards the primary aim of achieving an appropriate reuse of the Listed Buildings on the site, and in particular, the Category A former Finishing Mill building at the western end of the site together with the development of a food store, which will complete an integrated development of the Anchor Mills site, taking account of the function of the White Cart Water as a wildlife corridor.

Paisley Partnership - Social Inclusion Partnership Areas

2.27 Many parts of Renfrewshire suffer from levels of unemployment, social exclusion and environmental decay which are markedly worse than the Renfrewshire average. 11% of the population of Renfrewshire live in census enumeration districts which the Scottish Executive has identified among the worst 10% in Scotland on its composite indicator of deprivation. The Paisley Partnership was established by Renfrewshire Council, Scottish Enterprise Renfrewshire, Communities Scotland, the Argyll and Clyde Health Board and Renfrewshire Chamber of Commerce to ensure that people living in these areas benefit from targeted economic social and environmental improvements, and enjoy improved living conditions.

2.28 The Partnership enjoys Social Inclusion Partnership (SIP) status and the dedicated funding this provides. It has established a regeneration strategy for its eleven priority areas across Paisley, Renfrew and Johnstone which sets out a 10 year programme to reduce the disparity between the priority areas and the remainder of Renfrewshire through:

- reducing the differences in unemployment levels
- improving educational attainment, locational skills and qualifications
- reducing poverty and its effects
- contributing to the reduction of health inequalities
- assisting in the provision of high quality, attractive and affordable housing accessible to existing and new residents and households and to groups with special housing needs
- assisting the creation of a safe secure and attractive environment, and
- promoting the full involvement of individual residents and communities in planning and bringing about the regeneration of their neighbourhoods and in the work of the Partnership.

2.29 The delivery of this strategy extends well beyond the scope of land use planning but there is nevertheless a clear interface with the planning system in the need to provide a development and investment framework within which necessary physical change can occur. To facilitate this, Area Development Frameworks will be prepared for each of the 11 SIP areas delineated on the Proposals Map. These Area Development Frameworks will:

- identify development opportunities
- promote the development or improvement of vacant or derelict land
- provide a choice of housing tenures
- identify areas for housing improvement
- address residents' security and fear of crime
- improve the quality of the environment
- maximise local employment opportunities
- address road safety through traffic calming and other initiatives.

2.30 As these Area Development Frameworks are rolled out, additional opportunity sites for private housing will be brought forward, reinforcing other strategic aims of the Local Plan - in particular the promotion of sustainable development. Area Development Frameworks have been prepared for Moorpark in Renfrew, and for the following areas of Paisley:- Cart Corridor, Foxbar, Glenburn and Ferguslie Park.

POLICY SS6: Paisley Partnership - Social Inclusion Partnership Areas

The Council will facilitate the regeneration of the 11 SIP areas in Renfrewshire through the preparation and implementation of Area Development Frameworks for each of the following areas:-

Blackhall

Cart Corridor

Ferguslie Park

Foxbar

Glenburn

Johnstone Castle

Johnstone West

Millarston

Moorpark

Thrushcraigs

Paisley West End

NE Phoenix/E Candren

2.31 The NE Phoenix/E Candren area between Junction 29 of the M8, the A737, the Phoenix Business Park and to the north and west of Ferguslie Park has been the subject of a study to establish potential land uses. Uses envisaged would include business/industry and residential along with other uses. There are however a number of important development constraints in respect of the land in question, primarily that of flooding, and these constraints require to be overcome before development can proceed.

POLICY SS7: NE Phoenix/E Candren

The boundary of the area of major change in NE Phoenix/E Candren is shown on the Proposals Map. Within this, 4 distinct land use areas are identified. Table S2 sets out the land uses which are considered to be acceptable in principle in each of these areas. Most of these require further proving. A brief summary of the requirements for each area is provided in Table S2; these are indicative only and the Council will expect developers in the submission of planning applications and in the purification of planning conditions to undertake the full range of investigations required to establish the suitability of the sites for the development proposed. This shall include:

- the submission of a flood risk assessment for the land in question;
- the submission of a flood management scheme and a sustainable urban drainage system scheme (having regard to Policies F3 and F4 of the Local Plan and Scottish Planning Policy 7 - Planning and Flooding) to the satisfaction of the Council (in association with Scottish Water, the Scottish Environment Protection Agency and the British Airports Authority);
- a recognition that any measures deemed necessary from any approved planning application will require to be implemented at an appropriate stage of the development process.

In respect of Areas 2 and 3, a legal agreement will require to be reached in order that a substantial part of the proceeds from the sale of land for residential purposes can cross-fund infrastructure provision in respect of Phoenix Business Park.

Table S2 - NE Phoenix/E Candren. Land Uses acceptable in principle subject to proving

Locality	Use acceptable in principle	Investigations and proving	Future policy coverage
Area 1	Warehousing and Other/ Associated Uses as set out in the main planning permissions 97/725/PP + 02/1304/PP	Subject to conditions set out in the main planning permissions 97/725/PP + 02/1304/PP, comprehensive flood prevention measures and suitable services provision	Policy IB7
Area 2	Housing	Subject to comprehensive flood prevention measures, suitable services provision and ground stability measures and aircraft noise measures. Also subject to planning consent and a Section 75 Legal Agreement.	Policy H1
Area 3	Business & Industry (Class 4, 5 and 6)	Subject to comprehensive flood prevention measures, suitable services provision and ground stability measures. Also subject to planning consent and a Section 75 Legal Agreement.	Policy IB2
Area 4	Existing use - agriculture.	Further Study - Flood prevention measures, ground stability measures, and suitable services provision and wildlife protection measures, including the necessity for such measures, without prejudice to aircraft safety	To be determined through further study.