

Renfrewshire Local Plan



Economic Competitiveness

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4 Business, Industry and Tourism

OVERVIEW

4.1 The continued economic growth and prosperity of Renfrewshire is one of the main priorities of the Council. The Local Plan must, therefore, make full and adequate provision for business and industrial development. The policies of the Local Plan allocate a sufficient supply of business and industrial land and protect this from inappropriate development. The Renfrew District Local Plan was successful in achieving this with existing and opportunity sites being safeguarded. It is intended to continue building on these policies, thus endeavouring to ensure prosperity and a sustainable approach to economic development. Renfrewshire contains a range of sites catering for the varied needs of business and industry within the Council area. The Local Plan aims to reflect the different scale and function performed by these sites and their importance in terms of the national and local economy.

Strategic Economic Locations

4.2 The Local Plan identifies and safeguards a range of sites as Strategic Economic Locations which form the Competitive Economic Framework of development opportunities as proposed through the Structure Plan. These strategically important sites are protected by the Local Plan to accommodate new and expanding businesses and to support the competitiveness of the Glasgow and Clyde Valley Area.

a. Strategic Business Centres

4.3 Renfrewshire has experienced a decline in the number of manufacturing jobs; however, a growth in service sector employment has resulted in a more diverse labour force. To facilitate further growth in the service sector, Paisley is identified as part of a network of Strategic Business Centres which are intended to accommodate new and expanding businesses, particularly in the service sector.

b. Strategic Industrial and Business Locations

4.4 The highest level of protection is afforded to the Strategic Industrial and Business Locations (SIBLs) of Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood through the Local Plan. The Local Plan complies with the Structure Plan to ensure that the SIBLs remain the priority for industrial and business investment and are not developed for alternative land uses. In accordance with the Structure Plan, the Local Plan requires a study to be completed of the potential for a controlled release of land at Inchinnan Business Park. A broad location has been identified on the Local Plan Proposals Map.

c. Core Economic Development Areas

4.5 Economic restructuring has resulted in significant areas of business and industrial land and property falling out of use in Paisley North (between the Glasgow-Ayr rail line and the M8/A737) and Renfrew. The Structure Plan recognises the opportunity that these well located areas can provide for additional business and industrial development on brownfield land through their designation as Core Economic Development Areas.

SP Pol 5

SP Pol 5, Schedule 5 (a)
POL IB1

SP Pol 5, Schedule 5 (b)
POL IB2, 3, 4, 5

SP Pol 1(b), Schedule 1(b)
SP Pol 5(c), Schedule 5(c)

d. Metropolitan Flagship Initiatives

4.6 The Clyde Waterfront is recognised in the Structure Plan as a nationally important Metropolitan ‘Flagship Initiative’ and the Local Plan addresses the regeneration of this area to restore economic activity and productivity to the area through identification of Renfrew North as a major development opportunity and area of change.

e. Inward Investment Location

4.7 The Local Plan also continues to safeguard the substantially developed Single User High Amenity site at Erskine. Royal Ordnance Bishopton (ROB) is recognised as a potential Single User High Amenity site and the site’s potential for this purpose will be assessed as part of the ROB master planning exercise which is being undertaken.

f. Royal Ordnance Bishopton

4.8 The Scottish Executive have set up a Working Group to consider future uses for this site and its regeneration. The Structure Plan includes a specific policy covering the future study of the site 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.

g. International Transport Facilities

4.9 The Structure Plan safeguards Deanside Freight Terminal as an International Transport facility. The Local Plan identifies and protects Deanside Freight Terminal from inappropriate alternative development in accordance with the Structure Plan.

Locally Important Industrial and Business Locations

4.10 The Local Plan safeguards a number of non-strategic, locally important business and industrial locations. These sites complement the strategic sites and are recognised as being a key component in the sustainable growth of Renfrewshire’s economy.

Tourism

4.11 Tourism also makes a significant contribution to the local economy with annual direct expenditure around £65 million supporting approximately 2000 jobs. Policies in relevant sections throughout the Local Plan aim to protect and enhance resources which will contribute to tourism. This section of the Local Plan provides development criteria for consideration of hotel, guest house and bed and breakfast accommodation. The Local Plan provisions support the Tourist Development Areas (TDAs) safeguarded in the Structure Plan from inappropriate alternative use. It is considered that they have an important function in contributing to the area’s industrial heritage, its landscape, art and culture related attractions and sport and leisure facilities. The TDAs within Renfrewshire are Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde and the centre of Paisley.

SP Joint Policy
Commitment 1 (f)
Pol SS1 (Renfrew North)

SP Pol 5 (d), Schedule
5 (d) (i)
POL IB6
POL SS2

SP Pol 2, Schedule 2(a)
POL SS2

SP Pol 5 (f),
Schedule 5 (f)
POL IB8

POL IB9

POL IB11

SP Pol 5(e), Schedule 5 (e)

WHAT WE WANT TO ACHIEVE

4.12 The new Local Plan aims to safeguard existing industrial and business uses and facilitate the growth of all aspects of the local economy in a sustainable manner, whilst maintaining and improving environmental quality.

Objectives

- 1. Protect the strategic land supply from inappropriate alternative development. A minimum 10 year land supply of marketable and serviceable land will be maintained with 5 years supply of readily available marketable sites.**
- 2. Protect the local industrial and business land supply from inappropriate alternative development and ensure that there is sufficient industrial and business land available at a range of suitable locations to suit the needs of different users.**
- 3. Where appropriate, encourage and promote a high quality environment, premises and infrastructure in industrial and business areas. The regeneration and improvement of industrial and business land will also be a priority.**
- 4. Facilitate tourist related development without causing a detrimental impact on the environment or townscape.**

1. Protect the strategic land supply from inappropriate alternative development. A minimum 10 year land supply of marketable and serviceable land will be maintained with 5 years supply of readily available marketable sites.

4.13 In 1999, the number of people in employment in Renfrewshire was estimated to be 81,300 or 72% of the working age population. This figure exceeds the employment rate for the West of Scotland which stands at 66%. The manufacturing sector accounts for over 19% of employment. However, the service sector provides most employment opportunities in Renfrewshire. Retailing, wholesaling, hotels and catering account for 27% and public services, which includes education, health service and public administration, for 20% of employment. The growth in part-time employment has been significant. Employment forecasts (2001) indicate a small growth in the medium term in Renfrewshire. The downward trend in the unemployment figures has continued in line with the country as a whole over the last 5 years and, in December 2001, the unemployment rate stood at 4.3%, or 3546 people claiming benefit.

4.14 The business/industrial land supply and take up of land for business/industrial development is monitored annually. The latest report is entitled 'Renfrewshire Industrial Land Supply 2001' and this is available for inspection at the Dept of Planning and Transport. At March 2001, the marketable business/industrial land supply comprised 56 sites covering 207 hectares. Approximately 61% of the marketable supply is considered to be of verified quality when judged against criteria associated with location, access, environment and site flexibility. Most of these sites are located within the Strategic Industrial and Business Locations at Erskine Riverfront, Hillington, Inchinnan, Westway

and Linwood which have experienced new activity and investment. The take-up of business/industrial land over the period 1996-2001 averaged 14 hectares per annum, more than twice the average of the preceding 5 year period. Some 64% of the take-up has taken place at the Inchinnan and Linwood South Estates. Based on a five year trend, the ten year demand estimate for business/industrial land forecasts a requirement of 130 hectares. The supply will be required to reflect local opportunities for development and take account of Structure Plan forecasts of increased economic growth.

4.15 National Planning Policy Guideline 2 - Business and Industry (and Draft NPPG2 - Economic Development) advise that the planning system should give priority to job creation and economic development, whilst recognising that such development may have to be reconciled with the protection of the environment. Local Plans are also to provide an adequate supply of land for business and industry and improve the choice of site quality, location and size. The sites should be distributed to locations which are accessible by public transport. Emphasis is also placed on the need for new development in locations where congestion and the length and number of vehicle trips can be minimised.

4.16 Regeneration of the local economy is one of the Council's key priorities identified in the Corporate Plan. The Council's Economic Development and Property Strategy and the Divisional Operational Plan 2001/02 also reflect this priority through a range of objectives and strategies.

Strategic Economic Locations

4.17 The Structure Plan sets out Strategic Economic Locations where development will support the economic competitiveness of the Glasgow and Clyde Valley Area. Many of these locations are found within the Corridor of Growth where future development is supported in locations that are:

- well linked to areas of social need, and
- better related to the transport network.

Strategic Business Centres

4.18 The Structure Plan identifies Paisley as one of a network of Strategic Business Centres to accommodate new and expanding businesses, particularly in the service sector. The development of office, service, education, tourism and culture orientated facilities which will complement the economic base provided by Glasgow City Centre are supported. To fulfil the requirements of the Structure Plan, therefore, the Local Plan promotes the development of the Paisley Town Centre as a Strategic Business Centre for business uses in conjunction with other appropriate town centre uses. The Council is of the view that business use in appropriate parts of the Cart Corridor area and along Renfrew Road will serve to assist the vitality and viability of Paisley Town Centre.

SP Pol 5

SP Pol 5 (a) Schedule
5 (a)
POL IB1

Strategic Industrial and Business Locations

4.19 In addition, the Structure Plan supports and safeguards Strategic Industrial and Business Locations (SIBLs) which are able to meet the full range of demands for new industrial and business investment. These are the main localities for the development of business and industry and require to be promoted, improved and safeguarded. In Renfrewshire a distinction has been made between the SIBLs where only development within Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) will be considered appropriate, SIBLs where Class 4 (Business) and Class 5 (General Industry) are considered appropriate and SIBLs where only Class 4 (Business) is considered appropriate.

4.20 The SIBLs where a full range of business, general industry and storage/distribution development will be permitted are as follows:

- Erskine Riverfront
- Linwood South
- Hillington (Excluding the M8 Frontage)
- Westway (Renfrew)
- Linwood North

4.21 The SIBLs where a range of business and general industry development will be permitted are as follows:

- Inchinnan
- Parts of the M8 Frontage at Hillington

4.22 The SIBL listed below is considered to be particularly suitable for Class 4 business development

- Part of the M8 Frontage at Hillington

4.23 The Structure Plan also supports ancillary service provision within SIBLs. It should be noted that ancillary service provision already exists in Hillington. It would not be appropriate for further ancillary service provision to be provided in Hillington.

4.24 Maximum protection is given to the SIBLs to ensure that there is an adequate supply of marketable land and that competitiveness and viability of Renfrewshire's economy is maintained.

Potential Extension of Inchinnan Business Park

4.25 The Structure Plan has also investigated the scope for medium to longer term business development within the vicinity of the airport associated with the planned growth in air traffic and passengers. It requires that the potential for a controlled release of land at Inchinnan Business Park be examined through the Local Plan with any release being justified in terms of the demand for high quality sites, transportation requirements and an environmental assessment. The expansion of the Business Park is currently the subject of an investigation by Scottish Enterprise Renfrewshire.

SP Pol 5 (b), Schedule 5 (b)

POL IB2, 3, 4

POL IB2

POL IB3

POL IB4

SP para 10.10
POL IB2, 3

SP paras 10.15-10.17

POL IB5

Core Economic Development Areas

4.26 It is proposed through the Structure Plan that up to 400 hectares of additional business and industrial development on brownfield land should be identified and promoted across the Structure Plan area within Core Economic Development Areas (CEDAs). The Structure Plan identifies two CEDAs in Renfrewshire, namely Paisley North and Renfrew. These are localities which have a substantial amount of vacant and derelict land. The advantages of these sites are recognised in terms of their ability to provide:

- access to core public transport and road networks,
- high profile locations,
- access from areas of need,
- major opportunities for urban restructuring.

4.27 They are safeguarded by the Structure Plan, and the Local Plan seeks to ensure that the supply of brownfield land for business and industrial development is maximised in these areas. Any new developments within the business and industrial areas in Paisley North and Renfrew will, therefore, require to be considered against the Structure Plan policy which seeks development on brownfield land for business and industrial development.

Inward Investment Locations

4.28 Erskine is identified in the Structure Plan as a Nationally Safeguarded Inward Investment Location which is wholly or substantially developed. In addition, Royal Ordnance Bishopton is recognised as a potential SUHA site and the site's potential for this purpose is being examined as part of an overall master planning exercise.

Royal Ordnance Bishopton

4.29 Consultants have been appointed to prepare a Master Plan for the ROB site and this shall be undertaken in accordance with the policies, aims and principles of the Structure Plan. To comply with the Structure Plan, the Local Plan safeguards this site to allow for full consideration of the outcome of the Working Group. Any proposed changes will be the subject of Alterations to the Structure Plan and Local Plan.

NE Phoenix/E. Candren

4.30 This area represents a significant development opportunity, as identified in the Strategy Section, POL SS7. Subject to the constraints identified in Table S2 being overcome, uses specified in POL 1B7, as per the planning permissions granted in 1997 and 2002, are considered appropriate for the area of E. Candrens, identified as Area 1 in POL SS7.

2. Protect the local industrial and business land supply from inappropriate alternative development and ensure that there is sufficient industrial and business land available at a range of suitable locations to suit the needs of different users.

4.31 In addition to the strategic business and industrial locations identified through the Structure Plan, there are a number of locally important sites which the Local Plan seeks to safeguard. The sustained growth of Renfrewshire's economy is dependent on there being an adequate supply of a range of business and industrial locations. These local sites complement the SIBLs and allow for the continued growth of existing and new local

SP Pol 5 (c), Schedule 5 (c)

SP Pol 9 B i

SP Pol 5 (d), Schedule 5 (d) (i)
POL IB6
POL SS2

SP Pol 2, Schedule 2 (a)

POL SS2

POL SS7
POL IB7

POL IB9

businesses. They also facilitate new investment by companies who would not seek to locate within the SIBLs.

4.32 Four locally important sites in Renfrew merit protection for business development only. These are as follows:

- Junction 26 East and West (Mossland Road)
- King's Inch Business Park
- Braehead Business Park Phases 1 and 2
- South of King's Inch Road (formerly McFarlane Packaging East)

The Junction 26 sites reflect the locational importance adjacent to the M8 and, in the case of Mossland Road, its setting adjacent to a residential development. The sites at Braehead Business Park and King's Inch Business Park reflect existing developments and planning consents in Renfrew North and the site to the south of King's Inch Road reflects the intentions of Policy SS1. Traffic management improvements were carried out on the south side of junction 26 during the course of 2004. Further improvements on the north side of the junction are the subject of a condition of planning consent for part of the development in North Renfrew.

4.33 Development of non-conforming land uses within an industrial/business area can have serious implications for its attractiveness to future investors and continued viability. It is acknowledged, however, that there are a number of local industrial sites that have been vacant for a considerable length of time and locations where neglect and dereliction are now evident. An alternative use which does not undermine the surrounding industrial use may prove to be beneficial as it can promote environmental improvements or bring economic benefits.

Retailing within Business and Industrial Areas

4.34 Retailing in areas outwith the main town centres can have significant implications for the vitality and viability of such centres. It is accepted, however, that businesses located within industrial areas may wish the opportunity to sell goods that they manufacture or process and that an absolute presumption against this type of development would not be appropriate. Any retailing element must remain secondary to manufacturing. Secondary retailing will not be considered appropriate at Erskine Riverfront, Linwood North, Linwood South, Westway, SW part of the Hillington M8 Frontage, Inchinnan and the locally important sites identified for Class 4 Business use (Junction 26 East and West, King's Inch Business Park, Braehead Business Park Phases 1 and 2 and south of King's Inch Road). Any applications for retailing within Business and Industrial Areas will be considered against policies IB9 and IB10.

Integration of Economic Development and Transport

4.35 Underpinning all of these requirements is the need to improve strategic management of travel demands by making better use of the existing transport network and improving access to employment locations by public transport. The Transportation section of the Local Plan provides further consideration of this issue and contains policies to promote sustainable transport to serve new development, including business and industry.

3. Where appropriate, encourage and promote a high quality environment, premises

POL IB4

POL IB9
POL IB10
para 4.34

POL IB9, 10

and infrastructure in industrial and business areas. The regeneration and improvement of industrial and business land will also be a priority.

4.36 The attractiveness and viability of industrial and business areas to existing occupiers and potential new businesses can be related to environmental and infrastructure factors. The Local Plan aims to encourage business and industrial development which is sensitive to the surrounding environment, is sustainable and wherever possible contributes to the process of urban regeneration. New development provides an excellent opportunity to improve amenity and environmental quality. In order to achieve this, business and industrial development proposals will be assessed against a set of criteria which outline the general standards expected for new development.

4.37 Whilst the Council would seek to maintain the highest standards possible within business and industrial areas, it is recognised that there are certain locations where general amenity levels are lower due to the nature of the businesses operating there. Nevertheless, particular types of business and industrial development flourish.

4. Facilitate tourist related development without causing a detrimental impact on the environment or townscape

4.38 In Renfrewshire, it is estimated that direct expenditure in tourism is approximately £65 million supporting around 2000 jobs. A large proportion of the tourist market is related to the airport and the business overnight market. Over the last 18 months, some 370 new hotel rooms have been built and there are planning applications or consents for another 780 rooms. This amounts to a potential increase of about 30% over the last 3 years.

4.39 Early in 2000, the Scottish Executive issued “A New Strategy for Scottish Tourism”. The Strategy identifies the need to develop a modern tourist industry which has a central role in the national economy.

4.40 The Structure Plan recognises that tourism is a growth sector and is related to four main areas of interest; industrial heritage, beautiful scenery, arts and cultural attractions and sports and leisure facilities. A number of Tourist Development Areas are identified within Renfrewshire where tourist related development will be supported. The areas are Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, Lower Clyde Estuary and Firth of Clyde, and the centre of Paisley. Components of the Green Network, such as the Country Parks, the Clyde Waterfront and cycle routes, also have an important contribution to make to tourism.

4.41 A ‘greater Renfrewshire’ strategy, produced jointly by The Greater Glasgow and Clyde Valley Tourist Board, Scottish Enterprise Renfrewshire, and Renfrewshire, Inverclyde and East Renfrewshire Councils, is being implemented by the partners.

4.42 A recent change in the Town and Country Planning (Use Classes) (Scotland) Order 1997 extended the Houses category (Class 9) to include the limited use of a dwelling house as a bed and breakfast/guest house. Although this flexibility is built into the Use Classes Order, a policy is required for hotel proposals of a larger scale. The Local Plan is, therefore, generally supportive of the development of new hotels and guest houses and improvement of existing facilities; however, new build hotels in the Green Belt would

Panel IB1

SP Pol 5(e), Schedule 5(e)

SP Pol 1 (e), Schedule 1 (e)

POL IB11

not accord with the Local Plan. The policy is intended to allow appropriate development which will not result in an unacceptable impact on the local amenity or environment and which will support the tourist and business related hotel trade. Locational guidance has been provided to encourage new hotel development within areas considered to be the most appropriate for this type of land use.

POLICIES

POLICY IB1: Strategic Business Centre

The Council supports the designation of Paisley Town Centre as a Strategic Business Centre and identifies an area to the north of Paisley Town Centre where office, service, education, tourism and culture orientated economic uses will be considered appropriate. It will seek to promote suitable business developments which are accessible to, complementary to and support the vitality and viability of the town centre. Development proposals will be required to meet the criteria in Panel IB1 and will be guided by the requirements of the policies in the Retailing and Town Centre section of the Local Plan.

paras 4.3, 4.18

POLICY IB2: Strategic Industrial and Business Locations - General

The Council safeguards the following locations for Class 4 Business, Class 5 General Industry and Class 6 Storage and Distribution development and ancillary service provision as defined in the Structure Plan.

Erskine Riverfront

Linwood South

Westway (Renfrew)

Hillington (Excluding the M8 Frontage)

Linwood North

Proposals for uses other than Classes 4, 5 & 6 and ancillary service provision as defined in the Structure Plan within these areas will not conform to the Local Plan and will be assessed against Strategic Policy 10 of the Structure Plan. Development proposals will require to meet the criteria specified in Panel IB1.

paras 4.4, 4.19, 4.20,
4.23, 4.24

POLICY IB3: Strategic Industrial and Business Locations - Industry and Business Development

The Council safeguards the following locations for Class 4 Business and Class 5 General Industry development and ancillary service provision as defined in the Structure Plan.

Parts of the M8 Frontage at Hillington

Inchinnan

To reflect the approved Master Plans for Linwood North and the M8 Frontage at Hillington and to maintain the generally high standard of development at Inchinnan and Hillington, proposals for uses other than Classes 4 and 5 and ancillary service provision as defined

paras 4.4, 4.19, 4.21,
4.23, 4.24

in the Structure Plan within these areas will not conform to the Local Plan (and will be assessed against Strategic Policy 10 of the Structure Plan). Development proposals will require to meet the criteria outlined in Panel IB1. In addition,

(a) Building design will require to be of a high architectural standard in order to make a positive contribution to overall visual amenity. Matters that will be given particular consideration include fenestration, landscaping and finishing materials.

(b) Development sites should have a generous area allocated to high quality soft landscaping, particularly on development frontages, to provide a high quality setting to the building and to reflect the general layout and design approach of the site as a whole. Native tree and plant species should be incorporated wherever possible.

(c) Within Inchinnan Business Park, proposals for development which would have an adverse effect on residential amenity would not accord with the Local Plan. This will be particularly relevant to the areas of the Business Park immediately adjacent to the residential properties.

POLICY IB4: Strategic Industrial and Business Locations and Locally Important Sites - Business Development

The Council safeguards the following locations for Class 4 Business development:

Part of the M8 Frontage at Hillington (SIBL)

Junction 26 East and West (Mosslan Road)

King's Inch Business Park

Braehead Business Park Phases 1 and 2

South of King's Inch Road (formerly McFarlane Packaging East)

To reflect planning consents, the nature and locational importance of these sites, the approved Master Plan for the M8 Frontage of Hillington and the intentions of Policy SS1, proposals for non-business uses within these areas will not conform to the Local Plan (and in respect of the SIBL will be assessed against Strategic Policy 10). Development proposals will require to meet the criteria outlined in Panel IB1. In addition;

(a) Building design will require to be of a high architectural standard which makes a positive contribution to overall visual amenity. Matters that will be given particular consideration include fenestration, landscaping and finishing materials:

(b) Development sites should have a generous area allocated to high quality soft landscaping, particularly on development frontages, to provide a high quality setting to the building and to reflect the general layout and design approach of the site as a whole. Native trees and plant species should be incorporated wherever possible; and

(c) Development will not exceed three storeys in height, except where the Council is satisfied that a development of greater height has been justified as necessary and acceptable at any particular location.

paras 4.4, 4.19, 4.22,
4.23, 4.24, 4.32

POLICY IB5: Inchinnan Business Park Expansion Area

Land to the west of Barnsford Road is identified as a possible area for the expansion of Inchinnan Business Park. The general location of the site is indicated on the Proposals Map by a symbol. The area will be the subject of a study, however, until this is completed and approved by the Council this land will remain in the Green Belt. Any development proposals which are considered to prejudice the site's future potential use for business (and industrial) development will be assessed in relation to the outcome of the study.

para 4.25

POLICY IB6: Single User High Amenity Site - Erskine

The Council safeguards the land identified on the Proposals Map at Erskine currently occupied by Compaq, for single user, high amenity, industrial and business use.

paras 4.7, 4.28

POLICY IB7: East Candren

The land immediately to the south-west of Junction 29 is regarded as being suitable for distribution/warehousing, five-a-side, a hotel, a driving range, a petrol filling station and a restaurant, as per existing planning consents.

paras 2.31, 4.30
POL SS7**POLICY IB8: International Transport Facilities, Deanside Freight Terminal**

The Council safeguards land at Deanside Freight Terminal indicated on the Proposals Map from inappropriate alternative development.

para 4.9

POLICY IB9: Locally Important Business/Industrial Areas

The Council safeguards land within the relevant areas identified on the Proposals Map for the development of Classes 4 (Business), 5 (General Industry) and 6 (Storage & Distribution) of the Use Classes Order. Development proposals will be assessed against the criteria in Panel IB1. Within these areas, the Council will require proposals for development not included within Classes 4,5 and 6 of the Use Classes Order to meet the following criteria:

paras 4.10, 4.31, 4.33

- (a) The long term loss of a site from the industrial land supply will not have any unacceptable implications in terms of availability and distribution of such land;
- (b) The proposal will not result in an overall loss of amenity within the surrounding area;
- (c) The proposal will not have any unacceptable impact on local infrastructure;
- (d) The proposal is of an acceptable scale, character and standard of design;
- (e) Where the proposal relates only to part of the IB9 area, the proposal will not prejudice existing or potential industrial and business use within the area. The industrial character and function of the remaining area should be maintained.

POLICY IB10: Additional Criteria to be taken into Consideration in relation to Non-conforming Uses Within Business/Industrial Areas - Retailing Proposals

The Council will require proposals for retailing development located within business/ industrial areas to meet the following criteria:-

- (a) The retail element of the proposal is secondary to a manufacturing process within the same premises;
- (b) The goods sold are manufactured on the premises;
- (c) The floor space devoted to retailing is not likely to affect the vitality and viability of existing town centres and is not in conflict with the retail policies of the Structure and Local Plan; and
- (d) The cumulative impact of such development does not have an unacceptable impact on the industrial character of the area.

Secondary retailing will not be considered appropriate at the SIBLs of Erskine Riverfront, Linwood North, Linwood South, Westway, the SW part of the Hillington M8 Frontage, Inchinnan, and the locally important sites identified for Class 4 business use at Junction 26 East and West, King's Inch Business Park, Braehead Business Park Phases 1 and 2 and south of King's Inch Road (formerly McFarlane Packaging East).

para 4.34

TOURISM

POLICY IB11: Hotel, Guest House and Bed and Breakfast Accommodation

The Council will require proposals for hotels, guest house and bed and breakfast accommodation (including the conversion of existing buildings) to meet the following criteria:-

- (a) The development is considered by the Council to assist business or tourism;
- (b) The development will not be detrimental to the amenity of the local area either visually or in terms of traffic, parking or noise generation. Particular regard will be had to preservation of the amenity and character of Conservation Areas;
- (c) New buildings are of a design that is appropriate and in keeping with the character of the townscape or surrounding existing buildings;
- (d) The development is located on or easily accessed from a distributor road; and
- (e) Large hotels should be located in one of the following areas:
 - Within or adjacent to town centres,
 - Within the Airport Campus identified through Policy AIRPORT 2, or
 - In association with major business or industrial development areas.

paras 4.11, 4.38-4.42

PANEL IB1. Business and Industry: General Development Criteria

The development proposal shall:

- (a) Result in employment creation and bring economic benefit to the area, without causing any unacceptable environmental impacts, including an overall loss of amenity within the

surrounding area and the effect on neighbouring property, especially residential, in terms of use and scale, noise, disturbance and statutory air quality objectives.

(b) Be of a design that is appropriate to reflect the siting, density and external appearance of the surrounding area's character. Provision should be made for landscaping, screening and servicing. In particular, when assessing individual applications the Council will require that adequate provision is made by the developer to mitigate any unacceptable negative impacts on adjacent residential areas.

(c) Not have an unacceptable adverse impact on local infrastructure.

(d) Facilitate the reuse of vacant and/or derelict land wherever possible.

5 Glasgow Airport

OVERVIEW

5.1 Glasgow International Airport is recognised as a key component of the national economy as well as the local economy of Renfrewshire. It is a significant source of employment in its own right as well as stimulating associated development and employment relating to the hotel trade, car and van hire businesses and a range of other business uses. At the end of 1999, employment at the airport stood at 5500 and it is estimated that this will grow to 7900 by 2010 (BAA (2000)).

5.2 New terminal facilities were opened at the airport in 1992 and 1994 to accommodate increased passenger numbers. The number of passengers using the airport has more than doubled since 1983/84 with 6.78 million passengers using the airport in the year to April 2000. Air freight traffic fell during the late 1990s from a peak of almost 20,000 tonnes in 1993/94, although it has started to increase again. In 1998/99 8300 tonnes passed through the airport and in 1999/2000 this figure had grown to over 9400 tonnes. Trucked freight, not travelling by air, accounted for an additional 90,000 tonnes in 1998/1999.

5.3 To ensure the continued prosperity of the airport, the Local Plan seeks to make provision for the operational requirements of the airport and airport related development. There are also a number of safety considerations related to the airport which have implications for new development.

Access to Glasgow Airport

5.4 NPPG 17 - "Planning and Transport" recognises that airports themselves have become major transport interchanges and traffic generators, and that they also attract a range of related and non-related developments.

5.5 The Approved Joint Structure Plan 2000, for Glasgow and the Clyde Valley, identifies public transport links between the airport and Glasgow as one of the areas for investment in the Strategic Transportation Network. The Transportation section of the Local Plan covers these issues in more detail.

WHAT WE WANT TO ACHIEVE

5.6 The Local Plan recognises the value of the airport as a key component of the local and national economy.

Objectives

- 1) **Safeguard the existing operational areas at the airport and locations where airport related development would be appropriate, thus allowing the airport to expand to its full potential.**
- 2) **Take full account of the public safety zone regime associated with the airport.**

POL AIRPORT 1

POL AIRPORT 2

POL AIRPORT 3

NPPG 17, Paras 67-69

SP Pol 4,

SP Schedule 4 (ii)

1) Safeguard the existing operational areas at the airport and locations where airport related development would be appropriate, thus allowing the airport to expand to its full potential.

Operational Use

5.7 To support the economic competitiveness of the Metropolitan Area, the airport is identified within the Structure Plan as an International Transport Facility and is safeguarded from inappropriate and alternative uses. The operation of the airport requires that land in close proximity to the airport terminal be safeguarded to allow for development of new facilities such as aircraft hangars. Inappropriate uses within this area could restrict the functioning of the airport. BAA are the statutory undertakers for the operational development of the airport. An area is therefore identified on the Proposals Map which safeguards land, to allow for the development of essential operational uses. Development proposals within this area which fulfil the requirements outlined in the policy will be acceptable; proposals for hotels are not considered to constitute operational development and are not appropriate in this area. The expansion of operational uses at the airport has tended to be incremental in nature, reflecting increases in passenger numbers and the amount of cargo being handled. This increased activity and changes in airport related technology have resulted in the substitution of uses and expansion. To facilitate the long term operational growth of the airport the policy makes provision for the decanting of non-operational uses, and it identifies an expansion area at Netherton Farm for this purpose. The latter is currently included within the Green Belt and this designation will remain in place until the release of land at Netherton Farm can be justified in terms of the operational requirements of the airport.

Related Use - The Airport Campus

5.8 Certain businesses benefit from being located within the vicinity of the airport, although they are not required directly for the operation of the airport. The Council seeks to ensure that airport related developments have their relationship to airport business explicitly justified and address the planning issues arising from potential airport development.

5.9 The Local Plan recognises that some developments will not meet the criteria for operational use. Therefore, it also makes provision for a wider range of uses within the area on the Proposals Map identified as AIRPORT 2. Although both operational and airport related proposals are considered suitable within this area it is necessary to place certain limitations on the type of development within this area to prevent inappropriate uses that could restrict the continued growth of the airport. Therefore, in order to safeguard the functioning of the airport, developers will be required to demonstrate that their proposal can be justified for this purpose. A further restriction is placed on fast food developments, which must be incorporated within the terminal or hotels.

5.10 The Approved Joint Structure Plan also recognises Glasgow International Airport as an established national priority. The Structure Plan required an examination of the need for further land for development related to Glasgow Airport, and this was assessed during the Local Plan's preparation. The Structure Plan concluded that there are opportunities for further developments at Linwood, Erskine, Paisley and Hillington; and potential in Renfrew and Braehead, which will offer excellent access to the airport. The Business, Industry and Tourism topic of the Local Plan covers this issue.

POL AIRPORT 1

SP Pol 5, SP Schedule 5 (f)

POL AIRPORT 2

SP Joint Policy
Commitment 1

SP paras, 10.15-10.17

2) Take full account of the public safety zone regime associated with the airport.

5.11 A consultation exercise has been undertaken by the Department of the Environment, Transport and the Regions (DETR) into the revision of public safety zones. Public safety zones have significant implications for development proposals adjacent to the ends of the runways. The Scottish Executive Circular 8/2002 (Control of Development in Airport Public Safety Zones) advises that there should be a general presumption against new or replacement development within Public Safety Zones, particularly for residential use. Certain defined land uses, not of a high density or an intensive nature, are however not precluded.

5.12 The United Kingdom Department for Transport has issued the results of its review of airports policy in the form of the White Paper, "The Future of Air Transport". The Government's view is that substantial development of terminal and airside facilities at Glasgow Airport will be required, including doubling or more the present terminal capacity. The Government supports the provision of such facilities as well as the safeguarding of land required outside the airport boundary to allow full use to be made of the existing runway. This will allow growth to be accommodated under even the most optimistic of forecast scenarios. The White Paper also states that there is no clear justification for the formal safeguarding of land for construction of a second runway in the period of the White Paper, i.e. over the next 30 years. However, the Government recognises that various factors could lead to a different balance of development across the central belt of Scotland which may have an impact on the volume and type of passenger traffic at Glasgow Airport. The Government therefore recommends that the Council consider reserving further land for the long-term development of the airport, including beyond the timescale of the White paper, through future review of the Local Plan. The White Paper also points out that increase in terminal capacity will require to be supported by improvements to the surface transport infrastructure serving the airport. Strathclyde Passenger Transport is working up plans for a rail link to the airport and this could form one element of a potential package of surface access improvements that may be needed to cater for increased traffic volumes associated with the airport's future growth. The Government accordingly invites the British Airports Authority and the relevant local authorities in conjunction with Strathclyde Passenger Transport to work up proposals for enhancing the transport corridors serving the airport, for consideration as part of the Scottish Executive's review of strategic transport projects. The Structure Plan Joint Committee has made an alteration to the Structure Plan to give effect to the recommendations of the White Paper. The Council will wish to give protection to the land required for the expansion of the airport and for related surface access links. The Council will wish to take a precautionary approach to the possible need for a second runway in the longer term and accordingly will seek to protect sufficient land to ensure that the option to create a second runway remains open, should this requirement be established at some future date. The Council will incorporate appropriate changes to the Local Plan through future review and alteration, taking account of any Structure Plan alteration.

5.13 A further restriction is placed on development within certain areas near the airport as a result of airport safeguarding areas which are supplied and periodically reviewed by the Civil Aviation Authority or other appropriate body. These areas are designated to allow the safe functioning of the airport and may result in height restrictions on

POL AIRPORT 3

POL AIRPORT 4

developments, restrictions on developments that attract birds, or wind turbines which can interfere with the safe operation of technical installations. The Scottish Executive is considering alterations to existing consultation procedures relating to the Safeguarding Areas. The Local Plan reflects the current arrangements and the policy will be reviewed in light of the outcome of the Scottish Executive's consultation exercise.

5.14 National planning advice provides guidance on the way in which planning authorities should address noise from civil aerodromes. The Safe Environment section of the Local Plan, and in particular the Noise topic, outlines the Council's approach to the issue of noise.

POLICIES

POLICY AIRPORT 1: Operational Use

The Council safeguards the land identified on the Proposals Map for development required in connection with

- the movement and maintenance of aircraft; and
- the embarking, loading, discharging or transporting of passengers, livestock or goods.

The decanting of existing non-operational uses within the operational areas to permit operational use elsewhere within the operational area will be considered appropriate where it facilitates the continued growth of the airport. The land at Netherton Farm has been identified as an area suitable for further expansion of operational uses. However, until it is required for such purposes it will remain within the Green Belt.

POLICY AIRPORT 2: The Airport Campus

The land identified on the Proposals Map as the airport campus, to the south of the airport terminal building, is considered by the Council to be suitable for development in Classes 4 (business), 6 (storage and distribution) and 7 (hostels and hotels), car parking and car rental facilities, where it can be demonstrated to the Council's satisfaction that the development is associated with the functioning of the airport. In addition to these uses, operational development meeting the requirements of Policy AIRPORT 1 will also be acceptable to the Council. Fast food outlets will not be permitted as stand alone developments.

POLICY AIRPORT 3: Public Safety Zones

The Council will deal with development proposals within the Glasgow Airport Public Safety Zone in accordance with stated government policy contained in the Scottish Executive Circular 8/2002.

PAN 56
Planning and Noise

TEXT REFERENCES

paras 5.3, 5.7

paras 5.3, 5.8-5.10

paras 5.3, 5.11

POLICY AIRPORT 4: Airport Safeguarding Areas

The Council will refer planning applications located within designated airport safeguarding areas, as identified on safeguarding plans which are reviewed on occasion by the Civil Aviation Authority or appropriate body, to the appropriate authority and will refuse consent where airport or aircraft safety is considered to be compromised. The Council will similarly refer development proposals which are considered likely to be in conflict with the operation of the airport's aerial approach and departure routes.