



Renfrewshire Local Development Plan

Main Issues Report

December 2011

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Foreword



In 2006 Renfrewshire Council adopted the Renfrewshire Local Plan, its policy document that has directed and shaped development activity in the area ever since. Later that year new legislation was introduced by the Scottish Government that has brought forward a new development plan system to Scotland that hopes to be more open and visionary in its approach.

I am pleased to introduce this Main Issues Report as the first step in preparing a new Local Development Plan for Renfrewshire. The report reflects on what the Council sees as the major influences on the economy, communities, environment and places within Renfrewshire and sets out how it intends to tackle these issues. The responses received to the report will be influential in framing the Local Development Plan which will emerge thereafter. It is therefore important that all sectors of society, who have an interest in Renfrewshire as a place to invest, or to live, or to work, make a contribution at this stage.

The Main Issues Report also seeks to develop what the vision established by the Glasgow and the Clyde Valley Strategic Development Plan means for Renfrewshire and set this alongside the direction for the area established by the Renfrewshire Community Planning Partnership. What emerges is an approach that puts sustainable economic growth at its heart with significant support for the towns and their centres, for emerging economic sectors and for a well connected network of environmental assets.

Renfrewshire Council is ambitious for its communities. Despite difficult economic circumstances it continues to invest in the infrastructure and services that support the area. Through this report and the plan to come I hope that it is demonstrated that Renfrewshire's future to renew itself and evolve is set on a firm basis. I encourage everyone to get involved with the Council in helping to shape the future of the area.

Councillor Iain Nicolson
Convenor

Renfrewshire Council Planning and Economic
Development Policy Board

|1| The purpose of the MIR

The preparation of a Local Development Plan (LDP) is a legislative requirement. The Main Issues Report (MIR) is a significant step towards the preparation of a new LDP for Renfrewshire. It is the principle opportunity in the preparation of the LDP to consult on the content of the plan that will subsequently develop. The MIR therefore sets out Renfrewshire Council's strategy for development in the area and particular proposals for where development should and should not occur. In order to encourage an open consultation on these strategies and proposals the MIR presents alternatives to those that the Council favours. Thus all of the options that were considered are presented in order for the Council's preferences to be better understood.

- 1.1 Following consultation on this MIR the Council will produce a Proposed Plan. This will be the Council's final view on the content of the LDP. The Proposed Plan and any representations to it are submitted to Scottish Ministers and an examination of the plan held before, and in light of the findings of that examination, the Council can adopt the plan.
- 1.2 The MIR is prepared in the context set by the emerging Glasgow and the Clyde Valley Strategic Development Plan. Renfrewshire is within the Glasgow and the Clyde Valley city region for which a Strategic Development Plan (SDP) is prepared (see Diagram 1). The SDP sets the long term vision for the city region

with its development strategy being developed and delivered through the local development plans of the eight local authorities¹ in the area. The SDP Proposed Plan was published in June 2011.

- 1.3 Furthermore the LDP, starting with this MIR, is prepared in support of the Renfrewshire Community Plan 2008 – 2017.
- 1.4 The Community Plan sets the vision and objectives for the social, economic and environmental development of Renfrewshire's communities. The LDP will reflect the spatial and development aspects of these objectives. It should

1 East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire Councils.

also be noted that the Community Plan will be revised at the same as the LDP emerges.

- 1.5 The MIR is supported by a number of background documents. All of which are available at the web site noted below. They include:
 - A Monitoring Statement which reviews the performance of the Renfrewshire Local Plan of 2006 and the significant demographic, economic and social changes within Renfrewshire since then.
 - An Environmental Report prepared in accordance with legislative requirements² for Strategic Environmental Assessment (SEA) to assess the environmental consequences of the strategies and proposals highlighted in the MIR. This Report is also the subject of statutory consultation.

Using this document

- 1.6 The MIR is written in sections and focuses on the main issues identified through consultation undertaken to date and the Council's own

2 Environmental Assessment (Scotland) Act 2005

assessments. At the end of each section is a set of questions relating to its content. These questions are intended to provide a framework for consultation responses. Further comments can however be made.

- 1.7 As its name suggests the MIR concentrates on those issues of most significance to development in and of Renfrewshire. More minor issues have been identified in the Monitoring Statement, therefore within each section of the MIR cross reference is made to the Monitoring Statement and the issues that it considers.

How to respond

- 1.8 Responses can be made via the Council's consultation portal on the Planning and Building Standards page at: www.renfrewshire.gov.uk

By email to: localplanconsultation@renfrewshire.gov.uk

Or in writing to:
Director of Planning and Transport
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley PA1 1L

The consultation period will close at 5:00 pm, on Friday 24 February 2012.

2 | Introduction

The MIR is intended to be the main focus of consultation to inform the development of the LDP. However considerable consultation has already been undertaken supported by a range of technical appraisal work. The method for identifying the main issues discussed in this report are summarised below.

- 2.1 Main issues have emerged through the Council's monitoring and evaluation work and through dialogue with key agencies and Council services, with the community of Renfrewshire and with the development industry. This is illustrated in Figure 1 below. The build up of this work was discussed and confirmed at a Stakeholder Conference in May 2011. Further explanation of this process and reports are contained within the Monitoring Statement.

Figure 1 Steps to the MIR



National policy context

- 2.2 In addition to the legislative requirements set out the Scottish Government also produces planning policy for Scotland. In 2010 the Scottish Planning Policy (SPP) was published which sets out a national policy direction within which the LDP must be prepared. A year earlier the second National Planning Framework (NPF2) was published setting out a number of key strategic development priorities at an all Scotland level which again must be taken into account by the LDP.

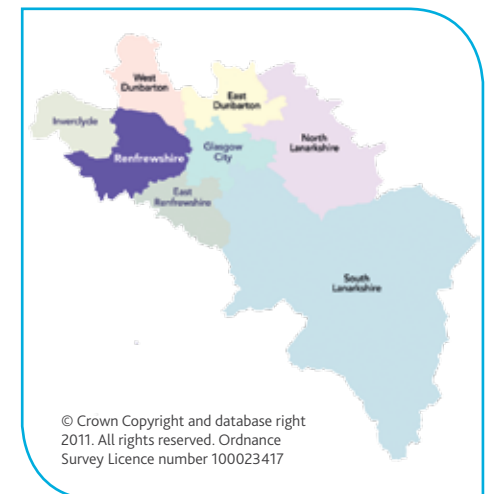
The Development Plan

- 2.3 A new framework for the preparation of development plans across Scotland has been established. LDPs replace the former Local Plans and are required across Scotland. The former requirement to also prepare Structure Plans across Scotland has been removed. Only in four areas, the city regions of Aberdeen, Dundee, Edinburgh and Glasgow are Strategic Development Plans (SDP) required. In these areas the SDP and LDP need to be taken together to form the statutory development plan for an area.

Glasgow and the Clyde Valley Strategic Development Plan

- 2.4 The Proposed Plan of the Glasgow and the Clyde Valley SDP was published in June 2011 and covers the area shown in Diagram 1 below. This followed the publication of its MIR in September 2010. The Proposed Plan sets out the strategic spatial vision for the city region up to 2035. This provides the overall geographic framework for development within which the Renfrewshire LDP will be formulated and within which planning applications will be assessed. It also provides to the public, investors and other stakeholders a clear planning approach to creating a long term sustainable future for the city region.

Diagram 1 Glasgow and the Clyde Valley SDP area



Translating the SDP Vision

2.5 The SDP spatial vision and strategy is set out over five key components and five development frameworks. The vision for the area in 2035 is that:

Economy

- Key locations in the city region, with the city centre at its core, will be accessed by a network of sustainable transport driving a low carbon economy.
- The region will be externally linked to the UK and Europe by high speed rail and Glasgow International Airport with the airport linked by a sustainable transport connection to the high speed rail infrastructure.
- Enhanced rail connectivity with the Edinburgh city region.

Urban fabric

- Brownfield land will be used as a development priority and environmental priorities will be centred on developing a quality of place to attract economic activity.
- The urban fabric will be renewed based on low carbon, energy efficient standards. The expansion of the built-up area restricted by encouraging higher urban densities

and focussing investment on maintaining a sustainable and compact city region.

- Run down and excluded communities will be regenerated with a focus on healthy urban planning.
- A network of strategic centres will support economic, social and community life.

Infrastructure

- A system of sustainable transport networks will integrate the city-region with central Glasgow rail stations and high speed rail facilities.
- Upgraded water and drainage networks will underlie regenerated urban areas.
- Public transport e.g. trains, trams, buses, will be the key transport mode along with active travel e.g. walking and cycling.

Environment

- Open space, green corridors, play spaces, parks and natural green spaces will be key parts of the urban environment of the city-region to benefit the city-region's living environment, economic competitiveness, biodiversity and to

support new economic and energy developments.

- New areas of woodland will be planted to complement existing areas. These will be around and within existing urban areas and become integral to the factors immediately above and climate change mitigation in particular.

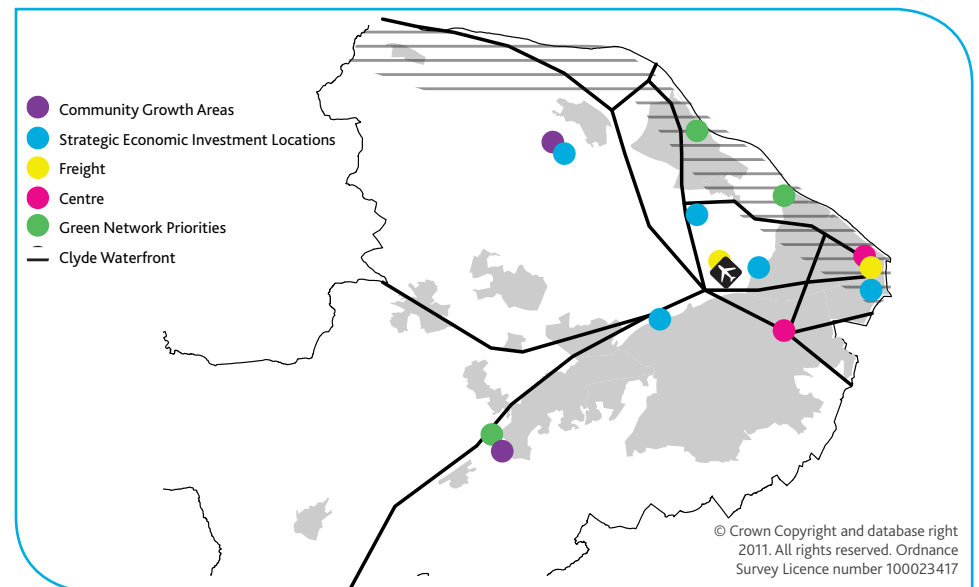
Energy

- Decentralised power plants, based on alternative technologies, will be based around the city region exploiting opportunities to develop biomass, combined heat and power and other forms of renewable energy.

2.6 The SDP goes on to identify Spatial Frameworks on Competitiveness, Environmental Action, Sustainable Communities and Infrastructure to identify Strategic Development Priorities for the city-region. These Priorities have been identified to meet the vision of the SDP and within Renfrewshire those locations shown in Diagram 2 are identified.

2.7 As the SDP sets the agenda for the vision of the area that the LDP will have a significant role in delivering, the objectives of the SDP become high level objectives also for the LDP.

Diagram 2 SDP priorities in Renfrewshire



|3| Renfrewshire today

3.1 Considerable analysis of the social, economic and environmental characteristics of Renfrewshire has been undertaken in the preparation of this MIR and is detailed in the Monitoring Statement and in the State of the Environment Report, a background paper to the SEA Environment Report. Of importance to this MIR are those characteristics and trends that have a spatial and therefore a land use planning related dimension. The key characteristics and trends are identified in the following Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis.

Figure 2 Renfrewshire planning SWOT analysis

STRENGTHS

- Around 82,500 households are located in Renfrewshire.
- Owner occupation continues to be the dominant tenure at 69% with 25% social rented sector.
- The unemployment rate in Renfrewshire was lower in 2009 than the overall rate for Scotland.
- The average weekly wage is higher in Renfrewshire than Scotland as a whole.
- Glasgow Airport is Renfrewshire's biggest private sector employer, and is used by over 7 million passengers per year.
- Braehead has seen the biggest percentage of retail investment and expenditure in Scotland over the last 10 years.
- Significant environmental resources including, three Special Protection Areas, ten Sites of Special Scientific Interest, 566 Listed Buildings and 8 conservation areas.
- Carbon dioxide emissions across the area have decreased by 3.8% since 2005 making Renfrewshire the 8th best performing Local Authority in Scotland.
- Over 40% of Renfrewshire's waste is recycled and is increasing and waste being sent to landfill is reducing.

WEAKNESSES

- Renfrewshire's population of 169,910 (2009) has fallen by 4% over the last 10 years and is ageing.
- Owner occupation is a minority tenure for households aged under 25.
- Both male and female life expectancy in Renfrewshire is lower than the Scottish Average.
- Renfrewshire has the fourth highest rate of deaths in males due to alcoholism in the UK.
- Renfrewshire is the 8th most deprived area in Scotland.
- 2,500 jobs were lost from the Renfrewshire economy between 1998 and 2008.
- Average growth of 0.7% in GVA between 1998 and 2008.
- The take-up of industrial land has declined in the last 5 years.
- 68% of Renfrewshire residents use a car to get to work, 4% commute by rail.
- 31% of people do not have access to a car.

OPPORTUNITIES

- There has been a growth of 2% in households since 2001.
- Predicted growth in the number of households to be between 4 and 8% by 2033.
- One adult households predicted to show largest growth.
- The marketable industrial land supply for Renfrewshire amounts to 140.5 hectares, this represent a 26 year supply
- Council investment in housing, schools and social assets.
- Number of existing housing consents.
- Motorway, rail and air connections.
- Town centre expansion and diversification.

THREATS

- Forecast for a further 8% decrease in population.
- There is a 17% projected increase in 65-80 year olds by 2031.
- Projections indicate a trend of net out migration of Renfrewshire population.
- Decrease in two adult family households.
- Deprivation has worsened in Renfrewshire since 2006.
- Over 13,000 properties are at risk from flooding.
- Traffic is growing at 0.5% per annum on Renfrewshire's roads.

|4| Renfrewshire's Places

Paisley is well known as the administrative and cultural centre of Renfrewshire. It is home a number of assets that can support the future development of Renfrewshire including Glasgow International Airport, the University of the West of Scotland, Reid Kerr College, a harbour, a major hospital, the M8 motorway and numerous train stations.

4.1 Outside Paisley are a number of communities and settlements. Renfrew and Johnstone are both Royal Burghs with their roots in the same industrial heritage as Paisley. They have their own town centres and significant amenities. Erskine and Linwood have expanded rapidly in the last 30 years to satisfy expanding housing requirements. Bishopton will see major development in the next decade as the former Royal Ordnance Factory is regenerated as a major extension of the village. In the more rural area the villages of Bridge of Weir, Houston, Kilbarchan, Langbank and Lochwinnoch are attractive, historic settlements. More details on settlements and the main issues affecting them are set out in Section 11.

4.2 The Scottish Government has challenged the planning system to deliver a marked improvement in Scotland's places. 'Place making' is therefore a key component of what the LDP must consider.

4.3 The Council is investing in significant projects to improve and modernise a range of community facilities across the area. These 'Building Better Communities' projects are set out below and are shown in Diagram 3.

Paisley

- The development of a new sports hub at the Lagoon Leisure Centre
- The refurbishment of Paisley Town Hall

Renfrew

- The refurbishment of the historic town hall
- The development of a new community sports hub

Johnstone

- A new community sports hub at Johnstone High School
- A new town hall complex in the town centre to be developed

In addition the Johnstone South West Community Growth Area (see paragraph 7.1) has been chosen as a location for a Scottish Government initiative³ to develop a masterplan for an exemplary approach to enhance the place and sustainably develop the area.

Question 1 (a) Do you agree that the assessment set out here of Renfrewshire characteristics, forms an appropriate basis for the LDP to consider?

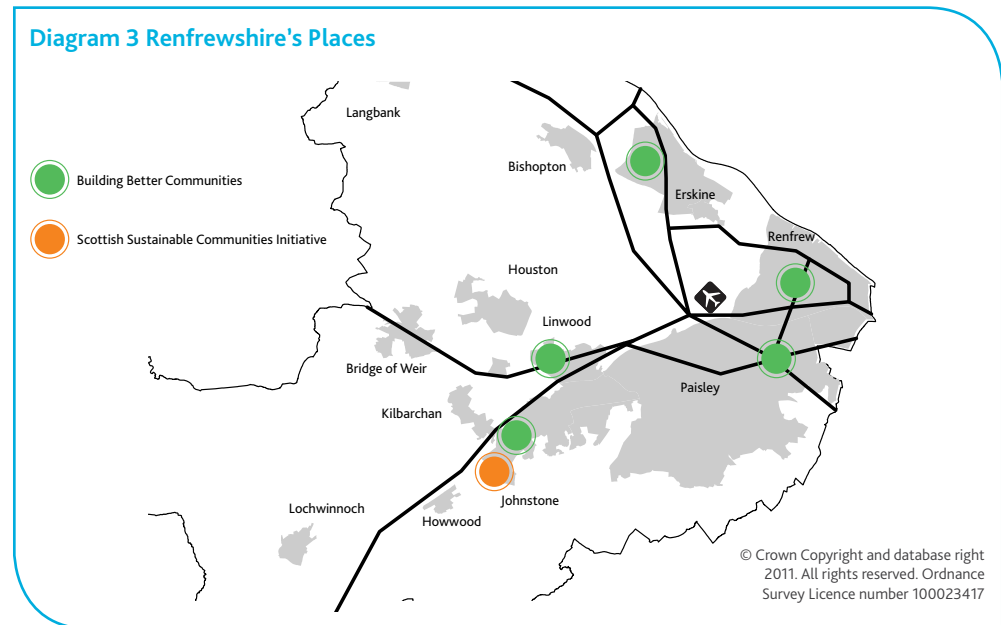
Question 1 (b) If not, what should the LDP consider and why?

Erskine (incl. Inchinnan)

- A replacement High School (Park Mains)

Linwood

- A new community sports hub.



³ Scottish Sustainable Communities Initiative, for more see <http://www.scotland.gov.uk>

|5| Setting LDP objectives

The Scottish Government has set out a number of national priorities towards which it and the rest of the public sector are working towards. Renfrewshire Single Outcome Agreement (SOA) 2009 – 2011 sets out the strategic priorities of the community planning partners who together serve the people of Renfrewshire. The Renfrewshire SOA prioritises the national 'outcomes' and localises them to Renfrewshire.

5.1 Figure 3 shows the translation from national to local outcomes. These 21 local outcomes are the driving force behind policy and delivery of all of the public sector organisations in Renfrewshire. They are the biggest issues facing the delivery of public services and the sustainable development of Renfrewshire. For the MIR it is important to identify which of these community planning indicators can have a spatial component, and therefore be relevant to the LDP. Figure 3 therefore identifies that of the 21 local outcomes 11 have direct relevance to the LDP in that they require land or a decision to be made about location or the support of land use policy.

Outcomes of initial consultation

5.2 The Monitoring Statement sets out the how the Council has engaged with a wide range of parties who have an interest in the LDP. These 'stakeholders'

were brought together in a Conference in May 2011 to consider the scope and importance of planning issues within Renfrewshire. This feedback was based around the themes of housing, transport, health and environment, economic growth and retailing and town centres.

5.3 The strong conclusion from the consultation was that the stimulation of the Renfrewshire economy was far and away the most important issue for the LDP. The far reaching benefits of economic improvements particularly in tackling deprivation were recognised. Within each of the themes the following were identified as main issues.

Stimulating the local economy

- Promoting key companies and locations
- Improving infrastructure for local economic growth

Regenerating town centres

- Get more people living in centres
- Promote the individuality of centres

Housing

- Need for new sites for house building near transport, employment and community facilities
- Need for mixed use and mixed tenure developments

Transport

- Choose development locations near public transport
- Encourage mixed use communities

Environment

- Provide accessible, safe, good quality green spaces
- Deal with energy and waste targets

LDP objectives

To promote and support -

- Development locations supported by existing or planned physical infrastructure and services
- Regeneration and renewal of existing urban areas as energy efficient, healthy and safe places
- Development that neither individually nor cumulatively causes significant environmental impacts
- An enhancement in the natural and built heritage environment of Renfrewshire in support of the health of its communities, attractiveness of its places and setting for economic recovery
- The regeneration and evolution of SDP strategic centres and other town and village centres as places of municipal, commercial and community value
- A framework for local solutions to energy needs, waste generation
- Measures to reduce and mitigate for the effects of climate change

Question 2 (a) Do you agree that the objectives set out here are the correct ones for the Renfrewshire LDP?

Question 2 (b) If not, what changes do you think should be made and why?

Figure 3 Single Outcome Agreement indicators

National Outcomes	Local Outcomes	Spatial Relevance
1. We live in a Scotland that is the most attractive place for doing business in Europe.	1. Local economy sustained by attracting and retaining business.	
2. We realise our full economic potential with more and better employment opportunities for our people.	2. Sustained growth of the social economy sector.	
3. We are better educated, more skilled and more successful, renowned for our research and innovation.	3. Improved vitality of town centre.	✓
4. Our young people are successful learners, confident individuals, effective contributors and responsible citizens.	4. An increase in the number and rate of the working age population in employment and a reduction in the number and rate of the working age population in receipt of employment related benefits.	
5. Our children have the best start in life and are ready to succeed.	5. Our young people will enter into positive destinations on leaving school.	
6. We live longer, healthier lives.	6. Our children will be well qualified and prepared for adult life.	
8. We have improved the life chances for children, young people and families at risk.	7. Adults have improved levels of core skills of literacy and numeracy.	
11. We have strong resilient and supportive communities where people take responsibility for their own actions and how they affect others	8. The health of our young children is improved. Children have positive early years learning experiences.	
7. We have tackled the significant inequalities in Scottish society.	9. Our residents have improved levels of health.	✓
9. We live our lives safe from crime, disorder and danger.	10. People are enabled to live independently at home through provision of care and support.	
10. We live in well-designed, sustainable places, where we are able to access the amenities and services we need.	11. Improvement in the protection of children and vulnerable adults.	
12. We value and enjoy our built and natural environment and protect it and enhance it for future generations.	12. Increase public participation in the planning and delivery of services.	✓
14. We reduce the local and global environmental impact of our consumption and production.	13. Reduced levels of deprivation.	✓
13. We take pride in a strong, fair and inclusive national identity.	14. Sustainable reduction of antisocial behaviour and violence in our communities is achieved.	
15. Our public services are high quality, continually improving, efficient and responsive to people's needs.	15. Reduction in the number of injuries and deaths.	
	16. Our residents live in good quality housing with ready access to essential services.	✓
	17. Our built and natural environment is protected and enhanced.	✓
	18. The environmental impact of energy consumption and travel is reduced.	✓
	19. The environmental impact of waste generation is reduced.	✓
	20. Increased access to cultural, sporting and learning activities is underpinned by equality of opportunity for children, young people and adults.	✓
	21. Our services are designed to meet the needs of all our residents and use resources efficiently and effectively.	✓



|6| Stimulating the local economy

The Renfrewshire economy has in recent times lagged behind the growth of the national economy. However it has had to recover from the effects of hugely significant economic changes. Manufacturing industry, the bedrock of the area's economy for decades, has declined rapidly with the emergent modern job sectors replacing some but not all of these jobs and generally in locations outside Renfrewshire. The various parts of the public sector employ the greatest number of people in Renfrewshire. Glasgow International Airport, and business associated with it, is now the biggest private sector employer in the area.

- 6.1 The legacy of economic restructuring can be seen in the amounts of vacant industrial land across the area. In 2010 the Council recorded 140.5 hectares of vacant industrial land whilst in the same year saw just less than 3 hectares developed. This does suggest that Renfrewshire has too much land identified for industrial purposes however a good proportion of it presents opportunities for development that have been recognised by the proposed Glasgow and the Clyde Valley Strategic Development Plan (SDP) as significant for the sustainable economic growth of the city region. Land around the airport has been identified as a Strategic Economic Investment Location (SEIL), as has the well known Hillington area and land within the redevelopment of the former Royal Ordnance Factory at Bishopton. In addition, Strategic Freight Transport Hubs (the airport and Deanside at Hillington) support sustainable economic growth of the city region as well as Renfrewshire.
- 6.2 It was made very clear during the consultation activities undertaken to inform this MIR that stimulating the economy and attracting inward investment to Renfrewshire was regarded as the most significant issue of all. If tackled, improvements in the area's economy could act as the catalyst to help with the improvement of other issues, particularly town centre regeneration, housing, leisure and transport.
- 6.3 The Scottish Government has just updated its Economic Strategy to sharpen the focus of its policy direction within the context of current economic circumstances. Components of the Government's strategy include, growing the economy through a supportive business environment, investing in sectors that will move Scotland towards a low carbon economy, whilst building on the strengths of Scottish places.
- 6.4 Development planning is seen as having a major role to play in economic growth by outlining opportunities to meet the diverse needs of different economic sectors. The next Local Development Plan needs to take a more flexible approach to economic development, ensuring that the plan can adapt to changing circumstances and new opportunities as they arise.
- 6.5 The following sections identify the main local issues for Renfrewshire.
- Scottish Planning Policy states that:
"Planning authorities should ensure that there is a choice of suitable marketable sites and locations for business allocated in development plans, including opportunities for mixed development, to meet anticipated requirements and a variety of size and quality requirements".

The Glasgow Airport Zone

6.6 Renfrewshire needs to maximise the potential offered by Glasgow Airport in delivering economic growth. The airport and the industrial and business land around it offer substantial opportunities for economic development. In 2011 the owners of Glasgow Airport, BAA, published a draft masterplan for the airport and how it needs to change and adapt to respond to forecasted growth in passenger and cargo air traffic. This encompasses the use of adjacent land to allow for future expansions of the terminal building by relocating other operations to new locations.

6.7 Further opportunities exist in close proximity to the airport that taken all together present an opportunity for significant economic development with an international profile. This is illustrated in Diagram 4 opposite. Across the White Cart Water from the airport is one of the other SEIL sites, Westway. Planning consent for the development of this industrial and business area is in place and it is home to a group of companies working in the increasingly important renewable energy sector. The availability of a quayside and water transportation is

an added advantage. Nearby too are other SEIL locations at Inchinnan and Linwood. But also within this wider zone are local areas of economic and industrial activity at Paisley Harbour, Cart Corridor and Linwood.

6.8 The Council's preferred strategy is detailed below.

Glasgow Airport Zone Preferred Strategy

- Support expansion of airport uses into the Nethererton Farm area.
- Support operational and physical connectivity of the different business and industrial locations within the Airport Zone, to take advantage of the locational benefits afforded by the airport.
- Plan for and promote the Cart Corridor, Paisley Harbour and Murray Street areas as a location for airport related businesses and users.

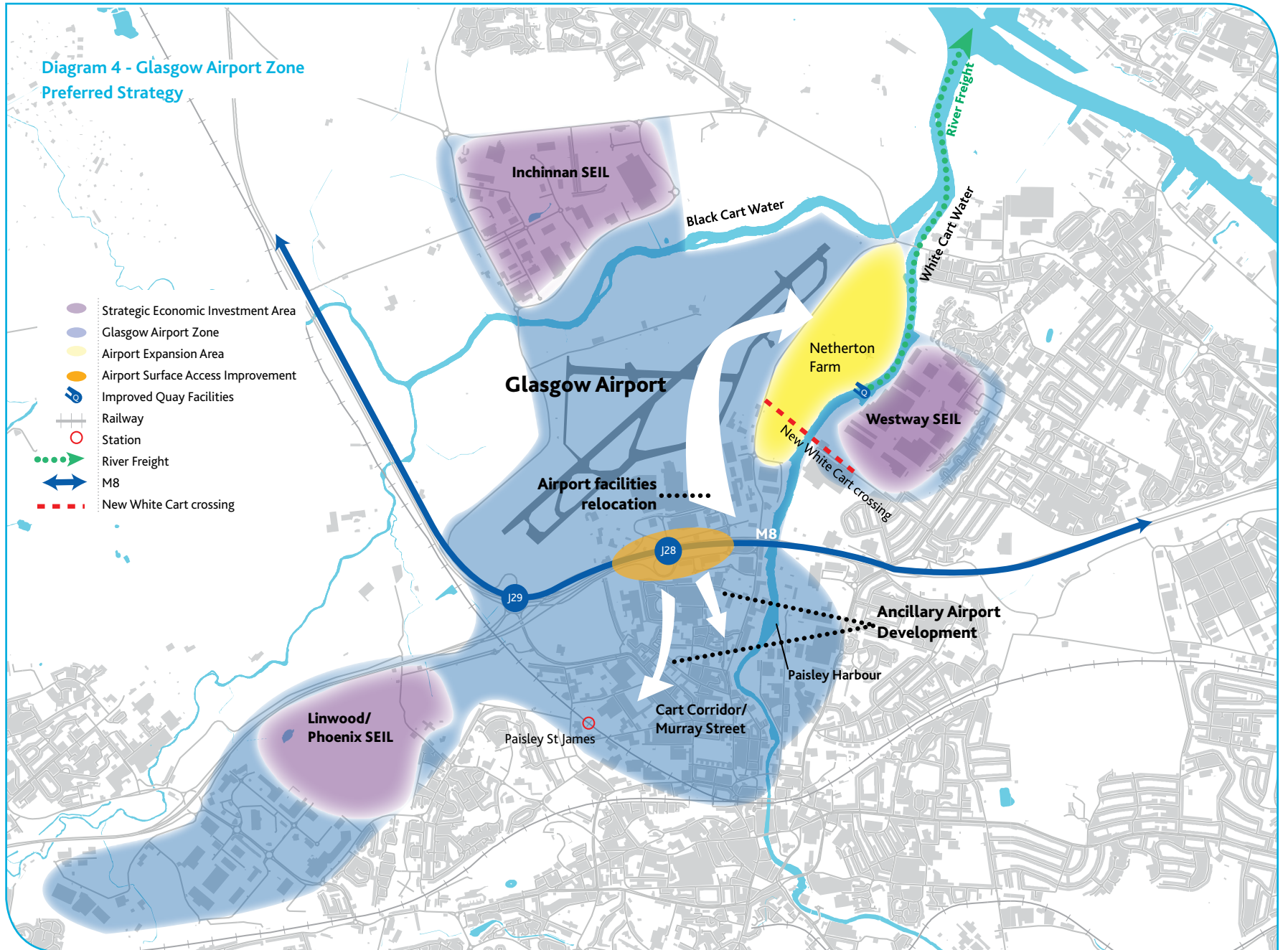
Alternative

6.9 Not to support Nethererton Farm and insist upon any relocations of airport related uses to be made to existing industrial sites near to the airport. This would have the advantage of maximising the take up of vacant land in the vicinity of the airport.

Why option is not preferred

6.10 Nethererton Farm offers the greatest flexibility and certainty in terms of managing the expansion of the airport as well as having the most direct access to the airport campus. It is envisaged that users moving into this area will have a direct relationship with the operation of the airport or airlines. The surrounding industrial areas will provide a supporting role to the airport as well as opportunities for businesses wishing to access the markets available through the airport.

Diagram 4 - Glasgow Airport Zone Preferred Strategy



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Cart Corridor/Paisley Harbour/Murray Street

- 6.11 Closely associated with the Glasgow Airport Zone are industrial and business areas along the Cart Corridor, at Paisley Harbour and the area around Murray Street.
- 6.12 The Cart Corridor area follows the White Cart Water from the airport to the north edge of Paisley town centre. It is undergoing regeneration, led by a Joint Venture Company involving the Council, Scottish Enterprise and private sector interests. The first phase of a new business park, Westpoint has successfully developed. This has delivered over 50,000 square feet of new business space with a further 200,000 square feet with planning consent.
- 6.13 On the opposite bank of the White Cart lies the Paisley Harbour area. In the previous Local Plan this was identified as a mix of strategically and locally important industrial and business areas with the Reid Kerr College also on site. However among the businesses located in the area are those that the Health and Safety Executive (HSE) define as hazardous and potentially restrict development types such as larger housing developments or

uses where large numbers of people might congregate. However the study proposed a new crossing of the White Cart Water to connect Renfrew Road and Inchinnan Road. If delivered this would go some way to reducing risks from the hazards and allow a greater degree of flexibility in what land uses may be acceptable. In any case there would be some local benefits to traffic circulation were this connection to be achieved.

- 6.14 The Murray Street area is a long standing area of industrial businesses including some low amenity uses. Nevertheless it is an essential location for the local economy and the vacant sites within it seen as development opportunities. The area could however benefit from a programme to improve its environment.

- 6.15 The preferred strategy for these three areas is set out in Diagram 5 opposite and comprises the following.

Cart Corridor/Paisley Harbour/Murray Street Preferred Strategy

- Plan for and promote the Cart Corridor, Paisley Harbour and Murray Street areas as a location for airport related businesses and users.
- Support the connection of Inchinnan Road and Renfrew Road by a new crossing of the White Cart Water.
- Support the mixed use redevelopment of the Paisley Harbour area.
- Promote the development of Murray Street industrial area including an environmental improvement and marketing scheme.

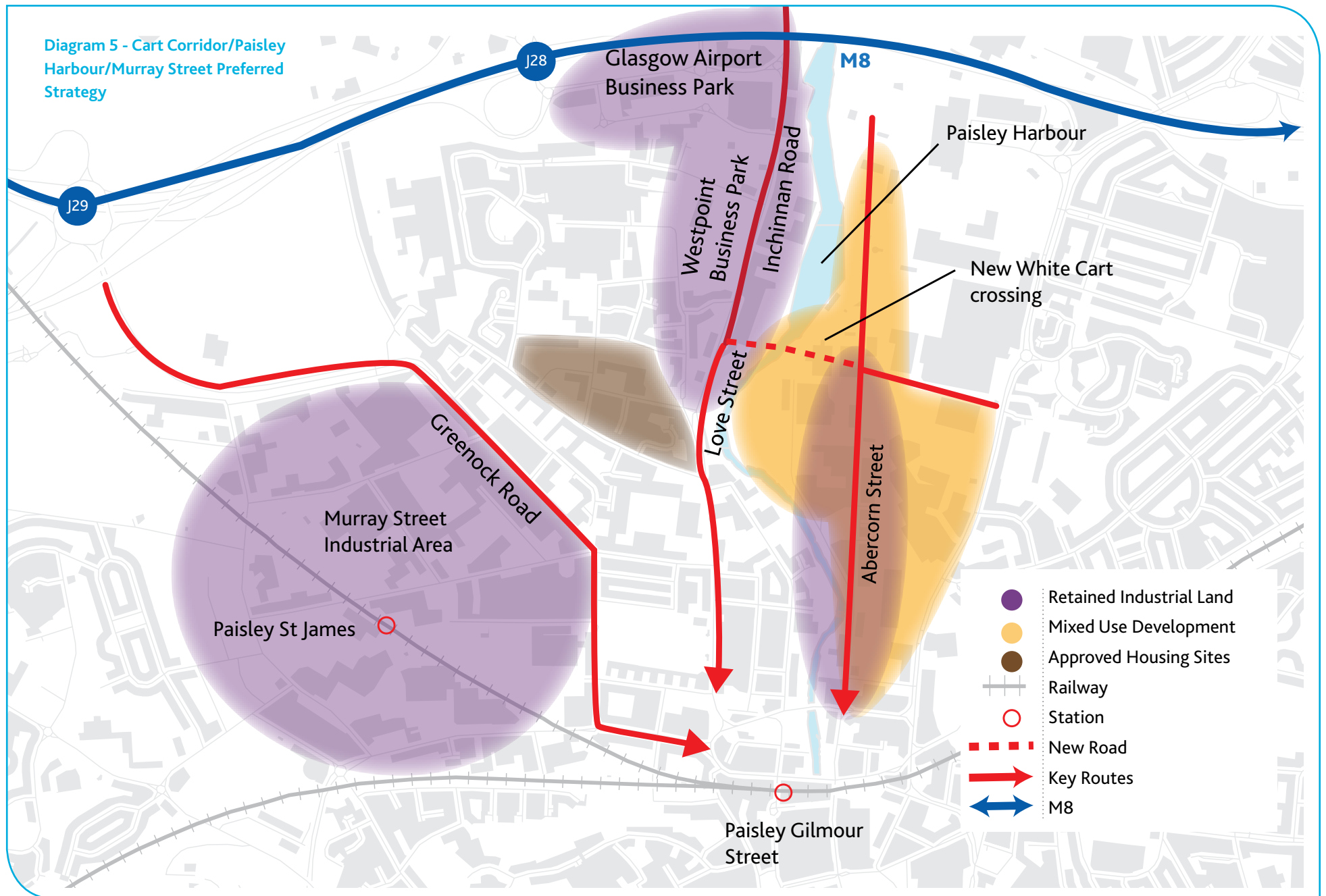
Alternative

- 6.16 Do not accept residential/mixed uses in the Paisley Harbour area keeping all of the land for general industrial use. This may not require the new crossing of the White Cart Water. This would have the advantage of not challenging the HSE restrictions.

Why option is not preferred

- 6.17 The Paisley Harbour area has significant regeneration potential and the opportunity to connect Paisley with the river that runs through it. That potential is restricted unless the White Cart can be crossed however the case for that infrastructure investment can only be made possible by the prospect of new economic activity. The status quo position will not achieve these objectives.

Diagram 5 - Cart Corridor/Paisley Harbour/Murray Street Preferred Strategy



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Hillington

- 6.18 Hillington is a large industrial area straddling the local authority boundaries of Renfrewshire and Glasgow. The area is regenerating following the relocation of Rolls Royce to Inchinnan in 2003. Hillington, especially along Hillington Road is also widely known as one of the places to go for trades goods and suppliers of house fixtures and fittings.
- 6.19 As mentioned above the proposed SDP highlights Hillington, along with the business area developing around Braehead and Renfrew North as a Strategic Economic Investment Location (SEIL). The Council is keen to protect the status of Hillington as a valued industrial area. It is concerned that the creep of trades counters and warehouses further into the industrial functioning areas will push out non commercial enterprises and introduce members of the public, and their cars, into areas utilised by industrial vehicles.

- 6.20 The preferred strategy is outlined in Diagram 6 and in the box below.

Hillington SEIL Preferred Strategy

- Develop a industrial and trade use policy for the Hillington Road area.
- Apply strong policy control to preserve the remainder of Hillington for industrial uses only.

Alternative

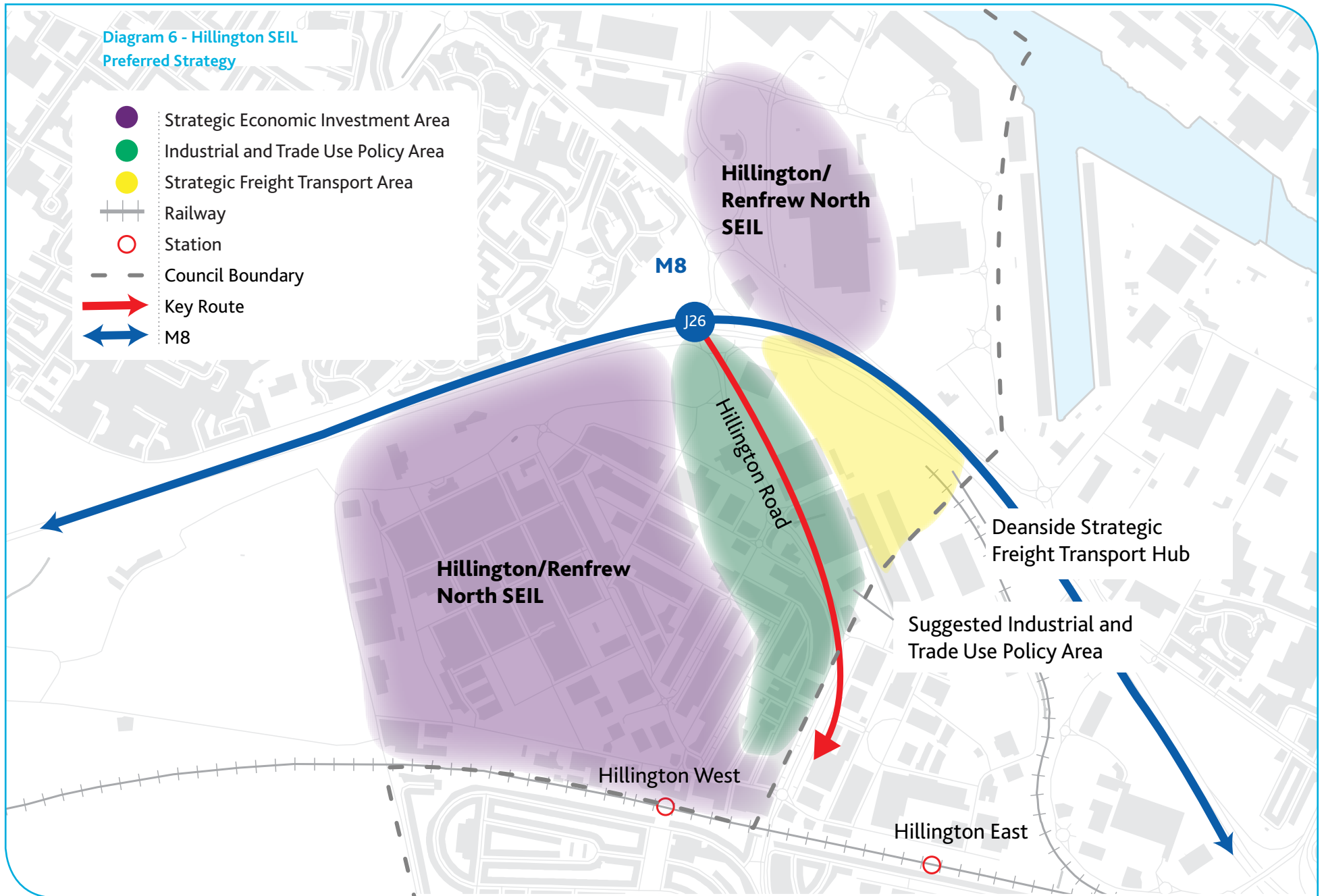
- 6.21 Extend the acceptance of trade uses to the rest of Hillington. This would have the advantage of allowing the particular sector of the market that has found its niche in Hillington the ability to grow further.

Why option is not preferred

- 6.22 Because of the establishment of ancillary retail uses for warehouses and manufacturers in Hillington, particularly along Hillington Road, there is a danger that the principle purpose of the industrial estate will be undermined. The area has been recognised as a SEIL in the SDP for its functions as a strategically located business and distribution location with good access to public transport

Diagram 6 - Hillington SEIL
Preferred Strategy

- Strategic Economic Investment Area
- Industrial and Trade Use Policy Area
- Strategic Freight Transport Area
- Railway
- Station
- Council Boundary
- Key Route
- M8



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Erskine Riverside

- 6.23 As part of the Clyde Waterfront Regeneration Initiative the Council has reserved good quality, serviced land totalling 11.4 hectares for business and industrial use. However despite several years of marketing, the sites remain vacant.
- 6.24 The preparation of the Renfrewshire LDP gives the Council the opportunity to review this situation. Such an opportunity is also being taken in relation to Erskine Town Centre as is discussed in Section 11. The Council's preferred strategy for this industrial land is set out opposite and is identified in Diagram 26 the Erskine Settlement on page 58.

Erskine Riverside Industrial Land Preferred Strategy

- Land at Kilpatrick Drive, to the south east of Barholm roundabout, to be a mixed use area with Class 4 business uses and Class 11 leisure uses accepted.
- Available land to the north of Barholm roundabout to remain as business and industrial land.
- Removal of industrial land adjacent to town centre and change land use of zoning to green space linked to Green Network.

Alternative

- 6.25 Retain all of the land exclusively as business and industrial land. This would give the town the opportunity to support extensive new business growth.

Why option is not preferred

- 6.26 Given its proximity to the town centre the Council recognises that employment generating uses other than business and industrial operations have a role to play. In particular business uses seem not to be attracted to the site because of the lack of rail access. The Council is however mindful that uses should not undermine the function of the town centre.

Waste management

- 6.27 The sorting, processing and treatment of waste is a growing economic sector driven by legislation and policy at a European and Scottish Government level.
- 6.28 Across Scotland the drive is to –
- Reduce the amount of waste generated;
 - Reuse as much material as possible;
 - Recycle materials that cannot be reused, wherever possible;
 - Recover energy or value from the residual waste stream; and
 - Use disposal, only as a last resort, in cases where the above-mentioned options are not practicable.
- 6.29 The Scottish Government published the Zero Waste Plan (ZWP) in 2010 and set challenging national targets to recycle or compost 70% of waste from all sources by 2025 and landfill no more than 5% of waste. Councils are responsible for the management of waste from household sources and the ZWP sets targets for local authorities to recycle or compost 50% of this waste by 2013, 60% by 2020 and 70% by 2025.
- 6.30 Renfrewshire currently recycles or composts over 40% of its waste and through its current activities this is projected to reach 46% by 2013. The

Council may potentially miss the ZWP target unless further management activities are put in place.

- 6.31 The Council is therefore developing a strategy to recover and recycle more material from unsorted household waste and from the leftover waste produce a fuel from which energy can be made. The Council is working with the Glasgow and the Clyde Valley Community Planning Partnership on a partnership solution to this as well as developing its own case for the treatment of Renfrewshire waste.
- 6.32 This further waste management activity will require additional plant and potentially a new site. This will certainly involve a mechanical sorting process and may also involve an on site Energy from Waste plant where suitable waste is burnt to generate electricity.
- 6.33 In addition to household waste other generators of industrial and commercial waste will be mindful of their ZWP targets and of the type of facilities that they might require to deal with their waste.
- 6.34 There are significant sensitivities surrounding new waste management plants including concerns over pollution, noise, smell and traffic. These vary with the scale and type of the operation. Such development needs to be fully tested by Environmental

Impact Assessment and licensed by SEPA. Nevertheless it is important that a policy framework for considering potential sites is set out in the LDP.

- 6.35 The Council's preferred strategy is detailed below.

Waste Management Facility Preferred Strategy

- In general the Council considers that land identified for industrial use is the most appropriate for a waste management facility.
- Land previously licensed for waste management purposes may also be appropriate.
- The LDP will set out a number of tests for the assessment of any planning application for such a facility based upon environmental impact, proximity to potentially conflicting use, site access and traffic and potential to provide a local energy source.

Alternative

- 6.36 The LDP could identify specific sites for waste management facilities and direct operators to them.

Why option is not preferred

- 6.37 Whilst there is attractiveness about being specific the Council considers there to be too many factors that could vary the choice of site and make a specific allocation in the LDP obsolete very easily. The volume of waste to be handled, the collection area, the transportation routes involved and the technology to be used such as the inclusion or exclusion of an energy plant all have a bearing on site selection.

Review of local industrial sites (IB9)

6.38 Consultation to inform the preparation of this MIR encouraged the Council to look at allowing a wider range of land uses within industrial areas. Such flexibility can lead to conflicts with retail policy supporting town centres and to concerns over the appropriateness of certain uses, such as residential, in these areas. In responding to this the Council has reviewed the status of all of the industrial areas not identified as SEILs, these sites were identified by Policy IB9 (Locally Important Business/Industrial Area) in the previous Local Plan. The outcome has been to identify 21 sites that will move from being identified as industrial to other uses, as summarised in Table 1. These are highlighted on the settlement diagrams from page 54.

Local industrial sites preferred strategy

- To use the LDP as the means of reviewing the continuing relevance of industrial land allocations. In this way particular sites can be identified that could be appropriate for new uses.
- The sites identified in Table 1 are considered to be appropriate at this stage. They will be identified in the LDP as Industrial Transition Zones and be subject to policy tests on impacts on residential amenity, retail impacts, traffic impact and environmental considerations.

Table 1 Review of local industrial sites

SITE	AREA (Ha)
Kilmalcolm Road, Bridge of Weir	1.3
Bridge of Weir Road, Bridge of Weir	1
Woodside Road, Brookfield	0.4
South of Gas Street, Johnstone	6.5
Floors Street, Johnstone	2.8
Napier Street and Middleton Road, Linwood	12.7
Bridge Street and Moss Road, Linwood	2.1
Millarston, Paisley	5.4
Seedhill Road, Paisley	2.7
Seedhill Road, Abbey Mill, Paisley	1.3
Violet Street, Paisley	0.9
Lacy Street and East Lane, Paisley	2.6
Blackhall Street, Paisley	2.9
Barterholm Road, Paisley	0.2
Rowan Street, Paisley	1
Neilston Road (east), Paisley	3.5
Neilston Road (west), Paisley	0.4
Underwood Road, Paisley	0.9
Brown Street, Renfrew	1.6
Harbour Road, Paisley	6.84
Ferguslie Park Avenue, Paisley	1.73
TOTAL	58.77

Alternative

6.39 To reframe policy across all local industrial areas (IB9 areas) to allow a greater mix of uses subject to development management considerations such as amenity, environmental and retail impact. This loosening of policy would have the advantage of allowing the property market greater freedom to develop alternative uses in these areas.

Why option is not preferred

6.40 The Council prefers to seek to manage the transitions of land from industrial use. The preparation of the LDP gives the opportunity to direct and give some certainty to the redevelopment of areas that are specifically considered suitable for alternative land uses. Those that continue to have an important local economic purpose will be retained.

Further policy areas

6.41 The following policy areas of the Renfrewshire Local Plan 2006 have been analysed in the Monitoring Statement and potentially require minor alterations, additions or consolidation in the LDP. Reference should be made to the Monitoring Statement for further details.

- Glasgow airport operations and safety areas
- Tourism
- Non industrial uses in industrial areas
- Renewable energy
- Minerals
- Telecommunications

Question 3 In considering the Renfrewshire economy are the preferred strategies for the following areas correct or should the suggested alternative be pursued? Should another strategy be pursued and if so what?

A. Glasgow Airport Zone

B. Cart Corridor/Paisley Harbour/Murray Street

C. Hillington

D. Erskine Riverside

E. Waste management

F. Local industrial sites (IB9)

|7| Housing

House building activity in Renfrewshire is monitored by the Council on an annual basis. Since 2006, 600 private sector houses have been built per annum with around 140 affordable units (social rented, intermediate sector, mid-market rent) built per year in the same period. The recent financial downturn has led to a significant reduction in the number of new houses being built. In 2009–2010 only 357 private sector houses were completed.

- 7.1 A significant achievement for the current and previous local plans are that since 2000, an average of over 78% of residential units have been built on brownfield land rather than greenfield land, which is clearly the success of the policies and direction of the local plans. The new LDP will aim to continue that success and encourage the development of brownfield land before greenfield release. The implementation of the planning consent at Bishopton Community Growth Area (CGA) will follow this principle with 2500 units being built on brownfield land. At South West Johnstone CGA, the vision is to include as much brownfield land and land within the existing built up area for the 500 residential units rather than on greenfield land.
- 7.2 The South West Johnstone CGA is currently the focus of the Scottish Government's Scottish Sustainable Communities Initiative. In November 2011 a design charrette was conducted, through which emerged proposals for new housing development and for infrastructure and environmental enhancements. Much of the land is in Council ownership and the delivery of the proposals will be an important objective for the Council in the LDP.
- 7.3 The MIR is prepared in the context of very clear advice from the Scottish Government on housing requirements. Scottish Planning Policy states that local authorities should allocate a generous supply of land for housing in the Development Plan to allow for the continued delivery of a range of new housing in the right locations.
- 7.4 It is considered that by allocating a generous supply of land for housing that this will provide some flexibility to allow the continued delivery of new housing. The house-building industry is recognised for making a substantial contribution to the economy and is therefore considered to be integral to the delivery of sustainable economic growth.
- 7.5 Housing requirements need also to take account of the physical, economic, social and environmental characteristics of Renfrewshire. Renfrewshire's population has decreased by around 4% in the last 10 years and is forecast for a further decrease of between 3% and 8%. Further factors to consider are the forecasts for an ageing population, a decrease in the working population and a reduction in children. All have an influence in considering locations for new residential development and the size and tenure of new residential units.
- 7.6 The early engagement and consultation activity undertaken to inform the MIR placed an emphasis on getting the right housing sites in the right locations and that the housing built should be for a mix of tenures. Many highlighted the fact that new housing should be built close to existing services, facilities and public transport. The reliance on the CGAs delivering Renfrewshire's housing needs was seen by some as short sighted, given the amount of infrastructure required. There may therefore be a need to be more flexible, over the lifetime of the plan, where opportunities may arise that may help the overall Renfrewshire economy.

Housing Needs and Demands

- 7.7 Allocation of sufficient land to meet the future housing requirement within Renfrewshire has been calculated using a new approach called Housing Needs and Demand Assessment (HNDA). Renfrewshire, along with the 7 other local authorities in the Glasgow and the Clyde Valley area, worked in partnership to produce and to inform the Strategic Development Plan (SDP), Local Housing Strategies and Local Development Plans.
- 7.8 The HNDA provides housing estimates on which to base policy and strategy. Using figures from the finalised Housing Land Audit of 2009, agreed with Homes for Scotland, and the SDP Urban Capacity Study (2009), the HNDA provides an estimate of housing need and demand that should be met each year up to 2025.
- 7.9 The HNDA sets out estimates taking account of demographic changes, projected housing stock levels and estimates about affordability. The estimates relating to population change are based on two different scenarios, a 'Planning Scenario', which is optimistic of higher population growth accompanied by in-migration and a 'Lower Migration Scenario' that delivers more modest population growth. The SDP seeks to encourage strong economic growth with a population attracted to live and work in the area and therefore used the higher population growth scenario to base long term planning and promote sustainable economic growth. It is considered that this optimistic scenario also promotes a more generous and flexible land supply for housing.
- 7.10 The Glasgow and the Clyde Valley SDP Proposed Plan indicates that it will not propose to identify housing supply targets and allocate land for affordable housing as this should be for individual local authorities. SDP Strategy Support Measure 10, Housing Development and Local Flexibility, outlines that it may be appropriate in certain circumstances for local authorities to apply flexibility to deal with the current period of difficulty for the house building industry. This flexibility would apply to where a shortfall in effective land supply is identified and additional land could be released to meet this shortfall. It is expected that the land identified would be primarily on brownfield land and follow principles of sustainable development.
- 7.11 Renfrewshire's Local Housing Strategy (LHS) 2011 informed by the HNDA sets out the requirement for new private and affordable housing and sets the direction for housing investment over the next five years. The LDP will take the future housing supply targets for all tenures that are set in the LHS and identify sites that could meet these targets.

Private sector housing

- 7.12 The economic downturn has caused a significant amount of uncertainty in the private housing market. As set out above, private sector activity is in a significant slump. The full implications of the financial downturn and the timing of any recovery are still uncertain. Funding availability for both house builders and buyers is constrained which has resulted in a significant contraction of the construction industry. House builders are seeking lower risk sites due to the cautious approach being taken by lenders.
- 7.13 The table below shows the breakdown of the estimated future private sector housing need and demand for Renfrewshire from the HNDA.

Table 2 Estimated Private Sector New Build Demand 2009-25

	Estimated Net New Completions to meet Projected Demand		
	2009-2020	2020-2025	2009-2025
Renfrewshire	8,200	2,700	10,900

Affordable housing

- 7.14 Affordable housing completions in Renfrewshire have averaged around 140 units per year over the past six years. Recently affordable housing completions have kept some momentum due to the availability of Scottish Government funding through the Affordable Housing Investment Programme (AHIP). However given the constraints on central and local government funding it will be a challenge for the Council and its partners to continue to deliver affordable housing at these levels.
- 7.15 The affordable housing sector comprises the social rented sector, as well as an element which is known as the intermediate sector (low cost housing for sale predominantly shared equity/ownership) and housing at mid market rent (housing available for rent at below market rent but above social housing rents).
- 7.16 The HNDA estimated 916 units as the overall shortfall in affordable housing in Renfrewshire between the years 2011 and 2016. The areas of Paisley and Linwood and North Renfrewshire show the greatest need, while Johnstone and Elderslie have an overall surplus of affordable units.

Housing land supply

- 7.17 The table below indicates the estimated housing requirements as set out in Renfrewshire's LHS.

Table 3 Renfrewshire's Housing Land Supply Targets

	2011-2016 (5 Years)	2016-2025 (9 Years)
Affordable Housing	150pa	150pa
Private Sector Housing	745pa	540pa
Renfrewshire all tenure total	895pa	690pa

- 7.18 Table 4 outlines the programming for housing using the 2010 Housing Land Audit, as agreed with Homes for Scotland. The totals highlighted in Table 4 indicate that the programmed output will fail to reach the estimated housing needs and demand targets identified in the HNDA and LHS. Therefore some additional land release for housing will require to be identified by the LDP.
- 7.19 In meeting these targets, there are questions over whether Renfrewshire actually needs to meet the generous estimated housing supply targets given the predicted decline in population in the area and the possibility of a prolonged economic downturn. It should be remembered that the base figures used in the HNDA are from the 2008-2009 when the private sector completions in Renfrewshire totalled

635 units. In 2009–2010, the private sector completions almost halved to 357 units. The questions are therefore; will there be the demand for 745 residential units each year; will there be the finance available for those that want to buy new houses; and will house builders be financially supported to achieve the housing supply target that reflect that seen in buoyant market times of the 1990's and mid 2000?

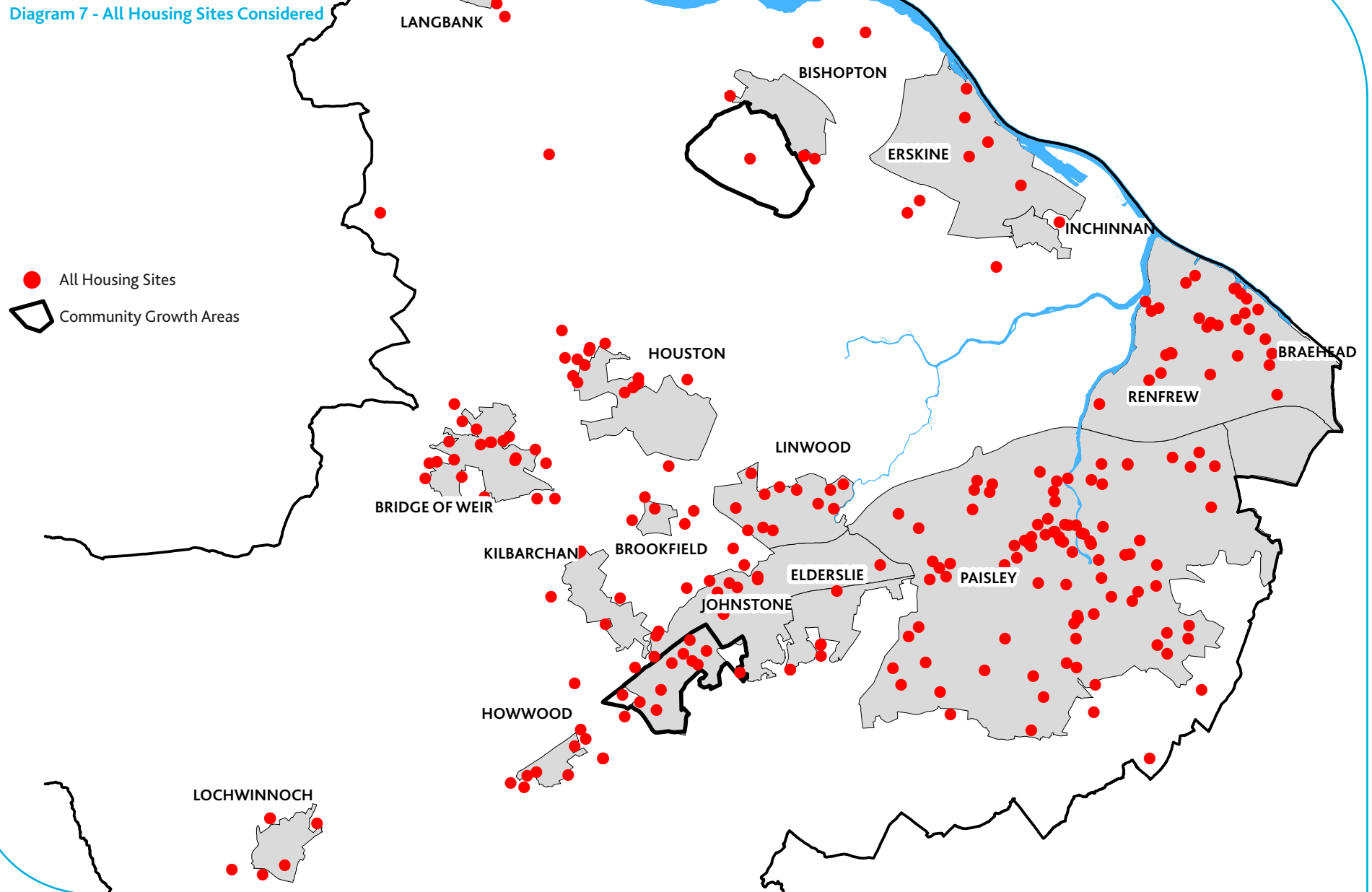
7.20 To ensure that Renfrewshire has an adequate range and choice of sites to respond to the downturn in the housing market, a detailed assessment of housing sites, existing and proposed, has been undertaken to identify how a generous and effective land supply can be achieved. Housing sites were identified by seeking submissions from landowners and developers through the Suggestions for Land Use Change exercise or identified by the Council through survey work to review the current local plan, Housing Land Audit and Urban Capacity Study. In addition, a number of sites emerged in the South West Johnstone CGA during the design charrette (see paragraph 7.2). All of the sites that have been assessed are outlined in Diagram 7. Those sites that are a part of the preferred or alternative strategies are detailed in diagrams 8, 9 and 10. The sites that have been discounted and are not required for any housing strategy are outlined in Diagram 11. The site assessments are contained in the Background Paper accompanying this MIR, providing details on the assessment work.

Table 4 Renfrewshire Total Housing Land Supply (All tenures) as of 31 March 2010

TENURE	ESTABLISHED LAND SUPPLY 2010	TOTALS								
		2010- 2011	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2016- 2017	2010- 2017	POST 2017
Private sector (Non CGA)	5253	331	290	326	361	409	470	474	2661	2597
CGA Private sector	2750	0	0	0	265	265	265	265	1060	1690
Local Authority	0	0	0	0	0	0	0	0	0	0
Housing Assoc.	544	101	102	37	38	41	25	0	344	200
Tenure not specified	378	0	0	0	0	0	0	20	20	358
TOTAL	8925	432	392	363	664	715	760	759	4085	4845

CGA – Community Growth Area

Diagram 7 - All Housing Sites Considered



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Housing - Preferred Strategy

Preferred strategy – Estimated private housing land supply target 745 units to 2020 and 540 units to 2023 with an affordable housing land supply target 150 (HNDA/LHS)

- 7.21 Meeting this target will require the identification of additional land to meet the estimated housing needs and demand targets to 2019 and then to 2023. It is considered that setting aside additional land to achieve these ambitious targets would mean that the Renfrewshire LDP has identified a generous amount of land which is more than enough to meet the overall housing targets and thereby fully comply with the Scottish Planning Policy.
- 7.22 It will be the aim of Renfrewshire's LDP to identify additional land in sustainable locations, creating sustainable communities, reducing the need to travel by locating new housing within close proximity to services, facilities and modes of transport. The LDP will look to identify mainly brownfield sites or sites which have had a previous use and that use is now redundant. The preferred strategy and vision for the forthcoming LDP is to concentrate on regeneration, therefore there will be an emphasis on reuse of vacant and derelict land.

- 7.23 This strategy and the land required to meet this generous housing land requirement is outlined in Diagram 8. It is clear from Table 4 that although a great deal of land to meet this generous supply target will be delivered through the existing housing land supply and brownfield land, some greenfield sites will also be required to meet the overall housing requirement. The greenfield sites chosen have all been assessed and put through Strategic Environmental Assessment to identify the most sustainable sites. Therefore although some sites are in Greenbelt they are still considered to be sustainable in terms of environmental impacts and connections and linkage to the existing built up area, services and sustainable transport networks.

- 7.24 It is considered that the preferred strategy will provide an adequate range and choice of sites within Renfrewshire that can be delivered in the timeframe of the LDP. This would therefore provide some flexibility to allow the continued delivery of new housing, contribute to the economy and therefore assist in the delivery of sustainable economic growth.

Alternative 1 – Estimated private housing land supply target of 894 units to 2020 and 648 units to 2023 with an affordable housing land supply target 180 (+ 20% on preferred strategy)

- 7.25 To support the Scottish Government's strategy of housing growth and get the house building industry back on track, Alternative 1 would build in a significant amount of flexibility to ensure that there is a very substantial range and choice of development sites by proposing a further number of sites above and beyond the targets outlined in the HNDA and the LHS.
- 7.26 Diagram 10 shows the potential number of sites that would be required during the lifetime of the LDP.

Why option is not preferred

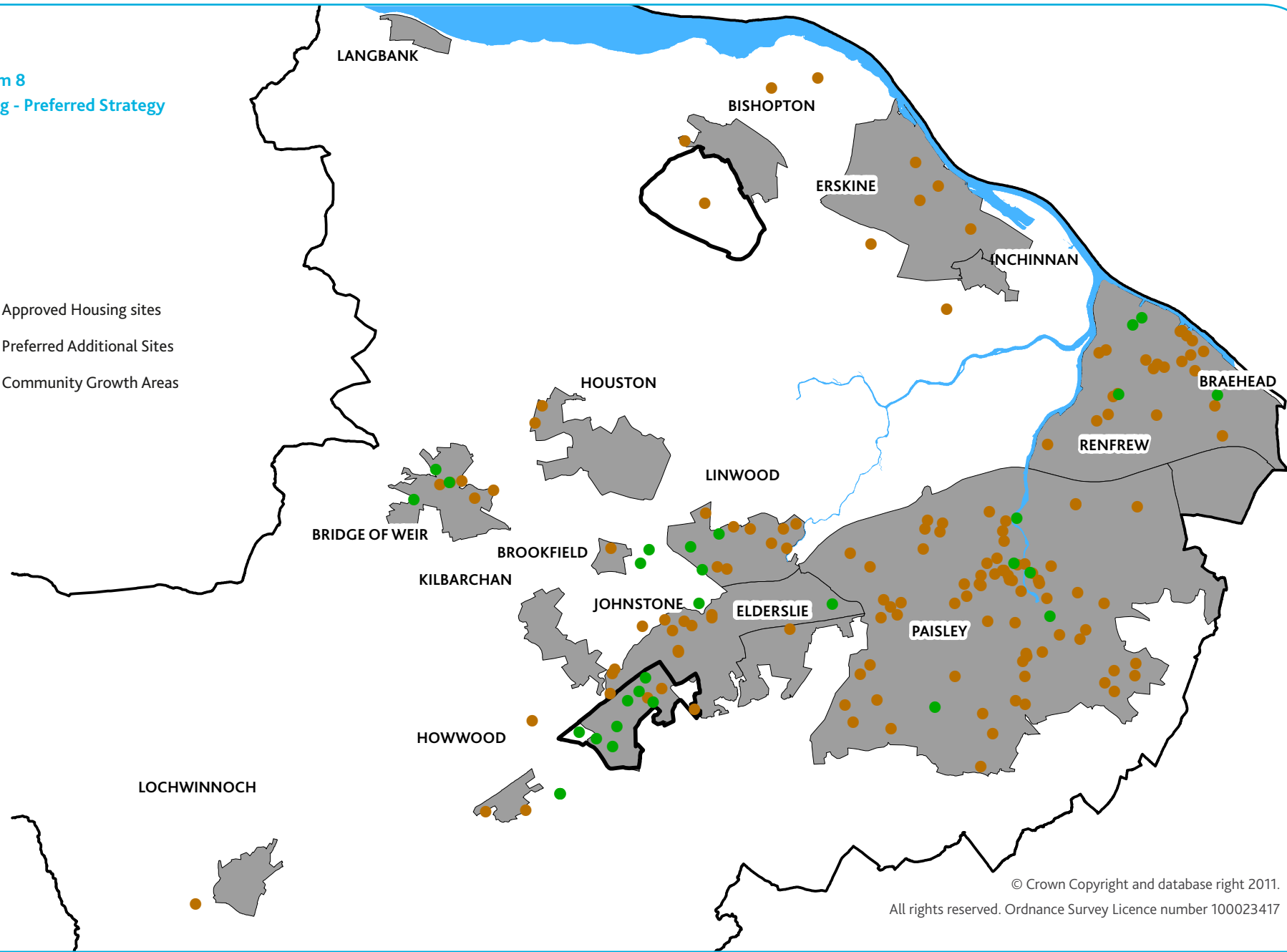
- 7.27 In the past, Renfrewshire has been relatively successful in promoting the development of brownfield sites. However it has to be recognised that in order to meet a private housing supply target of 894 units to 2020 as well as land for affordable houses set at a target of 180 units which Renfrewshire has previously achieved only with very generous AHIP funding from the Scottish Government, the identification of less sustainable sites is likely to be required to meet the scale and range of this target.

- 7.28 In reviewing past completions since 1991, Renfrewshire has only managed to build over 1000 units, across all tenures, on three occasions in the period 1992 to 1996. Therefore going on past trends, the 745 units outlined in the LHS is considered generous, especially given the current financial circumstances, the projected population and migration forecast for Renfrewshire and the fact that generosity is built into the estimated HNDA figures. The figures outlined above for a significant land supply for housing are considered to unrealistic based on past trends.

- 7.29 The forthcoming LDP will identify additional housing sites required to meet housing requirements following the principles of sustainable development. Given the significant number of additional sites required, as shown in Diagram 10, this is likely to require a number of Green Belt sites. The Council views this approach to have fundamentally unsustainable consequences giving it real challenges in meeting the ambitions of Scottish Government environmental policy and the Climate Change targets.

Diagram 8
Housing - Preferred Strategy

- Approved Housing sites
- Preferred Additional Sites
- ▭ Community Growth Areas



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Alternative 2 – Estimated private housing land supply target of 596 units to 2020 and 432 units to 2023 with an affordable housing land supply target of 120 (- 20% on preferred strategy)

- 7.30 To reflect recent trends that have seen Renfrewshire's population declining and house building slow dramatically, Alternative 2 takes the view that a target of 20% less than the LHS figures is more realistic and appropriate and allocates land accordingly.
- 7.31 This option would still require the identification of additional land in the LDP to meet the supply targets, however these can all be accommodated on brownfield sites. Diagram 9 shows that this option does not require many development sites.

Why option is not preferred

- 7.32 It is considered that this option would not be in accordance with Scottish Government policy and would not represent a positive move to supporting sustainable economic growth. It would represent a backwards step in economic recovery. It is also considered that this option would not identify more than enough land to meet the overall housing requirement nor provide an adequate range and choice of sites.

Further policy areas

- 7.33 The following policy areas of the Renfrewshire Local Plan 2006 have been analysed in the Monitoring Statement and potentially require minor alterations, additions or consolidation in the LDP. Reference should be made to the Monitoring Statement for further details.
- Town centre – residential developments
 - Secondary centre housing
 - Criteria for new residential development
 - Alteration and extensions to existing properties
- 7.34 The other aspects contained within this policy area reflect more detailed considerations which are important when determining planning applications, which would be more suitably contained within Supplementary Planning Guidance.
- 7.35 There will still be a requirement to regenerate the 11 areas previously known as Social Inclusion Partnership areas in and around Renfrewshire. In particular, given the regeneration and sustainability emphasis of the LDP strategy, the redevelopment and promotion of these areas for development remains central to the plan.

Diagram 8 - Housing Preferred Strategy

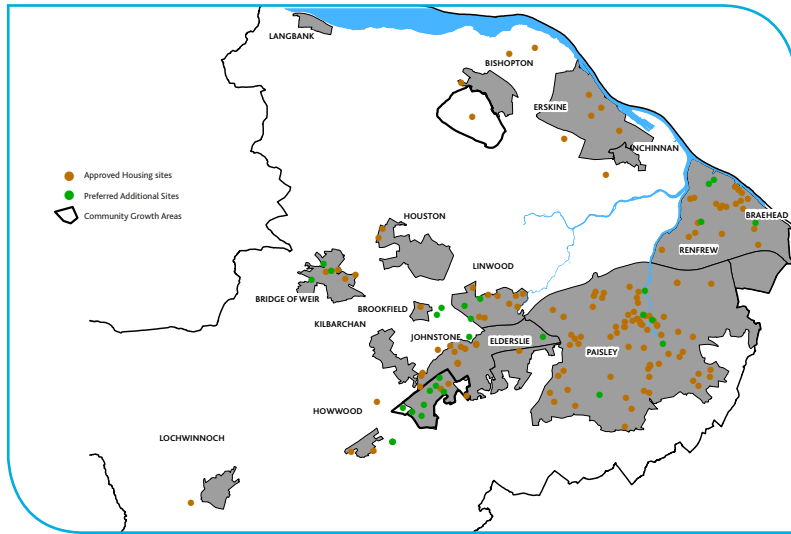
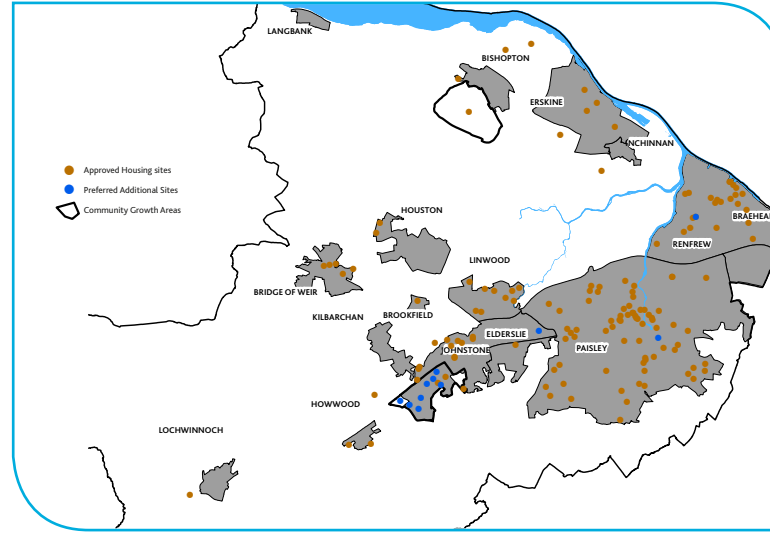


Diagram 9 - Housing Alternative 2



Question 4
 In considering the provision of future housing in Renfrewshire is the preferred strategy correct or should one of the suggested alternatives be pursued? Should another strategy be pursued and if so what?

Diagram 10 - Housing Alternative 1

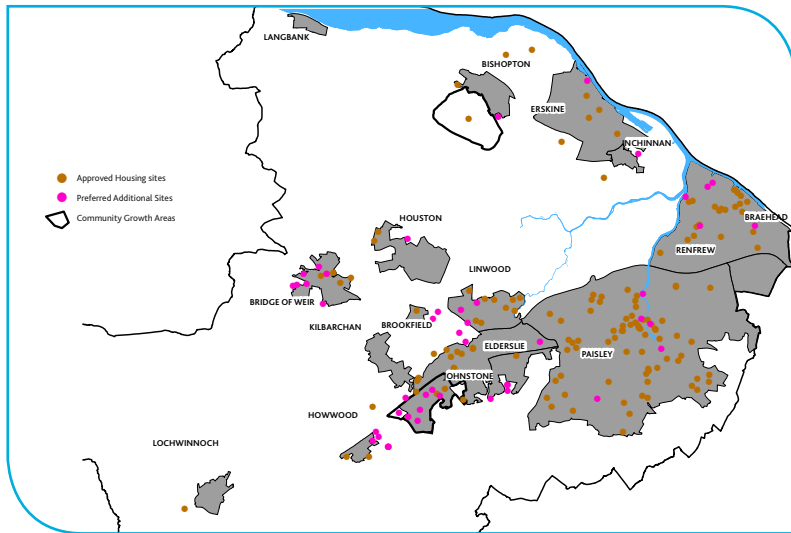
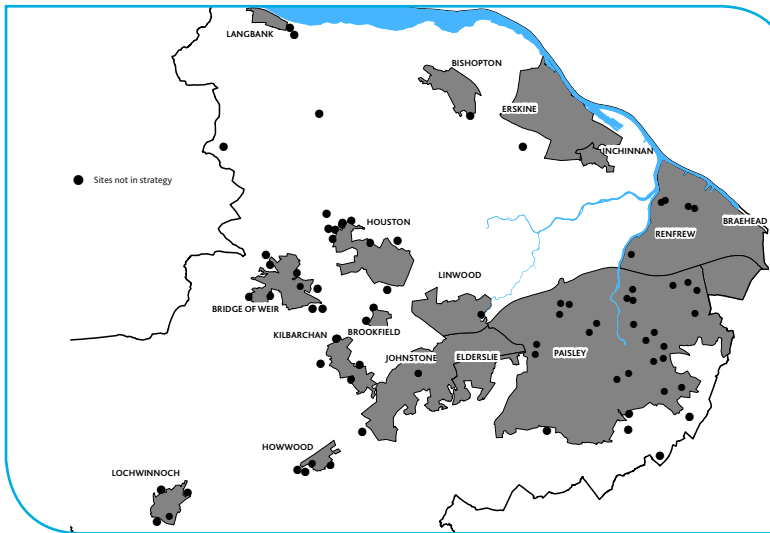


Diagram 11 - Housing Sites - Discounted



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8 Retailing and Town Centres

Much of the retail investment and expenditure in recent years within Renfrewshire has been at Braehead. Since the adoption of the Renfrewshire Local Plan, Braehead has continued to strengthen its position as a strategic retail centre within the Glasgow and The Clyde Valley area and Scotland as a whole. During the same period the vitality of some of Renfrewshire's traditional town centres has been put under considerable strain by the recent challenging economic climate, the influence of other centres and the emergence of internet retailing.

- 8.1 It is evident therefore that there is a need for greater flexibility in town centre policy which will facilitate a move away from the retail dominated uses. Understanding the role and function of our town centres is crucial to delivering a range of services and uses that will create vibrant centres which serve the demands and needs of our population.
- 8.2 It was clear during the consultation activities undertaken to inform this MIR that a need to restore the vitality and viability of Renfrewshire's town and village centres was a significant issue. Feedback also highlighted that Renfrewshire's traditional town and village centres are not in competition with Braehead in terms of retail, each centre has its own particular role and function.
- 8.3 Scottish Planning Policy recognises that town centres make an important contribution to sustainable economic growth stating that:
- "The range and quality of shopping, wider economic and social activity, integration with residential areas and the quality of the environment are key influences on the success of a town centre... Development plans should identify a network of centres, and explain the role of each centre in the network".*
- 8.4 Schedule 12 of the Strategic Development Plan Proposed Plan identifies a network of strategic centres along with their relative role and function, the challenges they face and future actions required to manage change. Strategy Support Measure 11 within the SDP proposed plan states that:
- "Local Development Plans should be the primary vehicle for taking forward the management and development of the Network of Strategic Centres, in particular with provisions to arrest the decline of traditional town centres"*
- 8.5 The SDP identifies Paisley and Braehead as Strategic Centres and identifies their long term roles and functions. For Paisley this involves its continued regeneration and for Braehead significant diversification in support of the Clyde Waterfront regeneration initiative.
- 8.6 Renfrewshire's Local Development Plan will require to ensure that the role and function of Braehead, Paisley and the smaller town and village centres is clearly defined to allow for potential opportunities to stimulate development and investment within our centres. Development planning has a vital role in promoting and enhancing the vitality and viability of town and other centres as important places for communities. The next Local Development Plan needs to take a more flexible approach to town centre policy, with greater focus being placed on what is needed for each centre. The policy direction will be to enable and support a diverse mix of activities and uses within centres to ensure their vitality and viability.

Paisley Town Centre Preferred Strategy

8.7 In response to the challenges facing Paisley, which include a decline in the retail offer and commercial sector within the Town Centre, a comprehensive regeneration strategy and action plan for the town centre was approved in 2006. The approved strategy looks to encourage alternative uses as the retailing offer within the existing town centre contracts while seeking the expansion of 'niche' retail activity within the core retail area. The strategy looks to build on the town centre's strengths as a centre for community, cultural, education and residential functions. Progress has been made towards delivering a number of the priorities/strategic actions detailed within the action plan and Renfrewshire's LDP will require to ensure that a policy framework is in place to enable and support a diverse range of activities and uses within the town centre to strengthen its vitality and viability.

8.8 The components of the Paisley town centre strategy for the LDP are:

- Retail led regeneration – Develop policy which supports the strategy to diversify the town centre retail offer. Plan for and promote the development of key retail sites and vacant units, with a particular focus on the High Street.
- Residential led regeneration – Encourage an increase in the amount of people living within and in close proximity to the town

centre. Promote the development of key housing sites in and neighbouring the town centre and support the re-use of vacant upper floors for residential use.

- Heritage led regeneration - Exploit and support the continued use and reuse of key buildings and the improvement of the public realm to make Paisley an attractive place in which to live, work and visit. Regeneration initiatives will aim to support existing uses and encourage new uses whilst ensuring that these contribute positively to the economic and cultural life of the town centre.
- Business and commerce led regeneration – Promote Paisley Town Centre as a key sustainable office location within Renfrewshire. Enhance connectivity between the town centre and new developments at the edge of the town centre, including the Paisley North Area (see chapter 11 for more details)
- Strengthening the role of the University – Promote a defined University Area to the west of the town centre. Uses associated with the University will be supported, including education, residential and appropriate commercial and leisure uses.
- Enhancing existing gateways to the centre – Develop and promote urban design solutions to enhance the points of entry to the town centre which are unattractive and unwelcoming, creating a sense of

arrival when you are entering the town centre. Consider and promote design solutions to enhance traffic circulation and bus access to the Town Centre, for example on Old Sneddon Street/Weir Street.

8.9 Diagram 12a sets out the key land use components of the strategy for Paisley Town Centre. The Council's preference for how this is presented in the LDP is set out below.

Paisley Town Centre Preferred Strategy

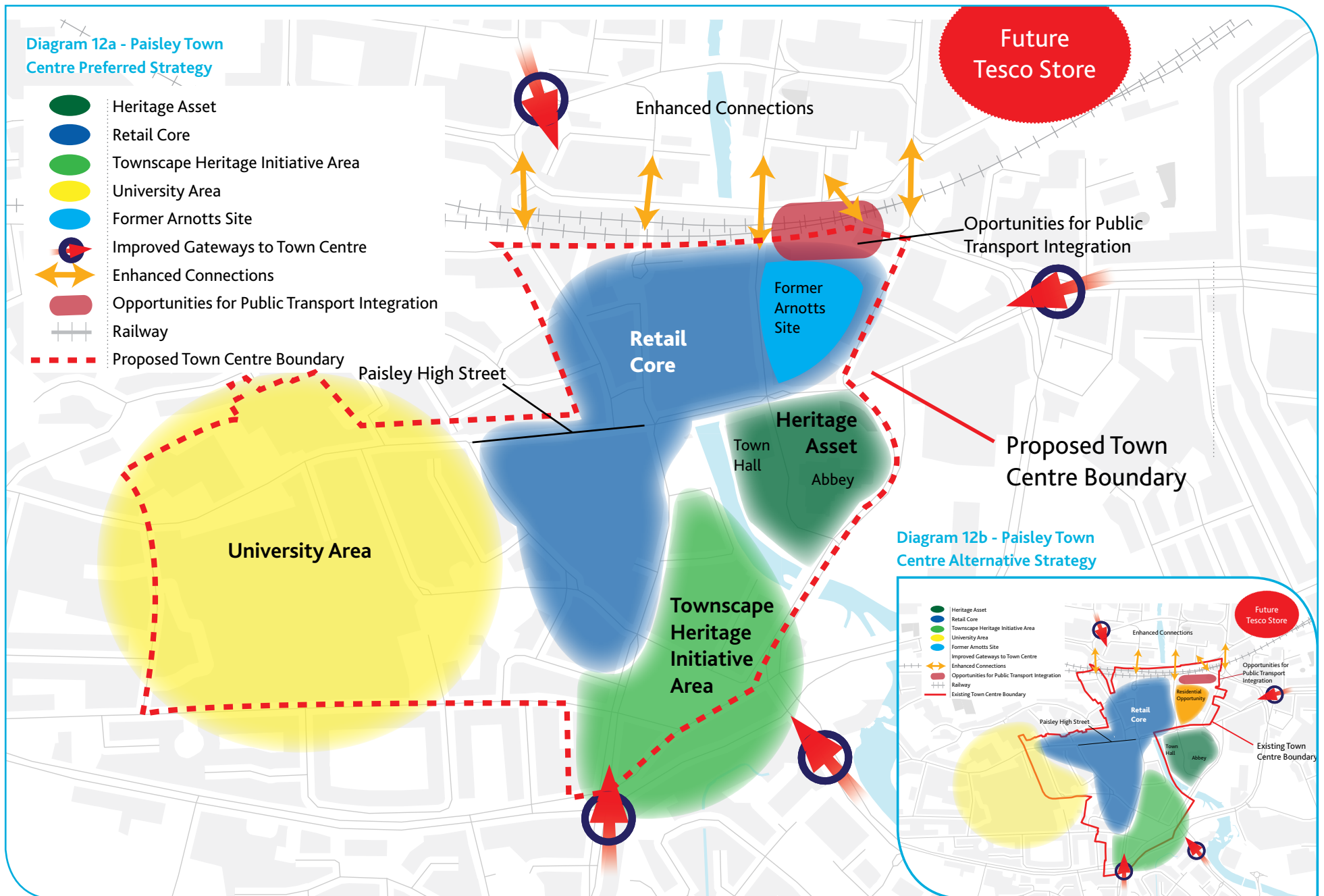
- Deliver the town centre strategy outlined above with alterations to the existing Town Centre boundary to include a number of core town centre uses. The University Area, key built heritage assets and the existing civic core would be identified within the town centre.
- Identify a Core Retail Area, centred on the High Street, to be the focus of retail activity within the town centre with non retail uses at ground floor level being resisted.
- Support the redevelopment of the former Arnott's site on Gauze Street as a retail opportunity within the town centre.
- Alternative non retail town centre uses would be promoted out with the Core Retail Area. Support improvements in the connectivity between the town centre and key assets and new developments at the edge of the centre.

Alternative

8.10 Deliver the town centre strategy outlined above within the current Town Centre boundary. This option would position the University Area and a number of key built heritage assets out with the town centre. The former Arnott's site on Gauze Street would be promoted as a residential opportunity within the town centre (see Diagram 12b).

Why this option is not preferred

8.11 The Council views the town centre as encompassing a wider range of uses to the core retail use. The former Arnott's site is a key retail development opportunity linking the High Street retail area with the new Tesco development to the east of the centre.



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Braehead Preferred Strategy

8.12 Braehead is recognised in the SDP as a strategic centre. But unlike the 22 centres similarly recognised it has not been defined by a previous Structure or Local Plan as a town centre. Braehead is central to the Clyde Waterfront regeneration initiative and the emerging community of Renfrew North. Renfrewshire Council considers that Braehead fulfils all of the characteristics in terms of its role and function of an established town centre. Its recognition as an active and established town centre in the LDP would be beneficial to its planning status to allow its continued retail development. However, there is a need for Braehead to further diversify the roles and functions of the centre in support of its role as a new town centre in Renfrewshire. There is also potential to increase connectivity between Braehead and Renfrew town centre while developing more sustainable public transport accessibility by the extension of Fastlink proposals.

8.13 The Council's preferred strategy for Braehead is set out in Diagram 13 and described below.

Braehead Preferred Strategy

To designate Braehead as a town centre and support the expansion of the centre to include:

- Expansion of retail floorspace
- Development of new arena/hotel complex
- Development of new public square/event space
- New bus/public transport interchange
- Provision of new decked car parks
- New walking/cycling links to Renfrew

Alternative 1

8.14 The LDP does not define Braehead as a town centre but retains it as a Strategic Centre. The LDP offers explicit support/proposes the development of the centre as per the preferred strategy which would lead to a town centre designation in the next LDP, in 5 years.

Why this option is not preferred

8.15 This is not the preferred strategy due to the status a 'town centre' designation affords a location in dealing with planning applications. The lack of the town centre status provides less certainty to the process to secure consents for development, potentially lengthens the process and therefore increases the risks associated with the proposal. This will threaten the delivery of the project and the economic and regeneration benefits that it will afford Renfrewshire.

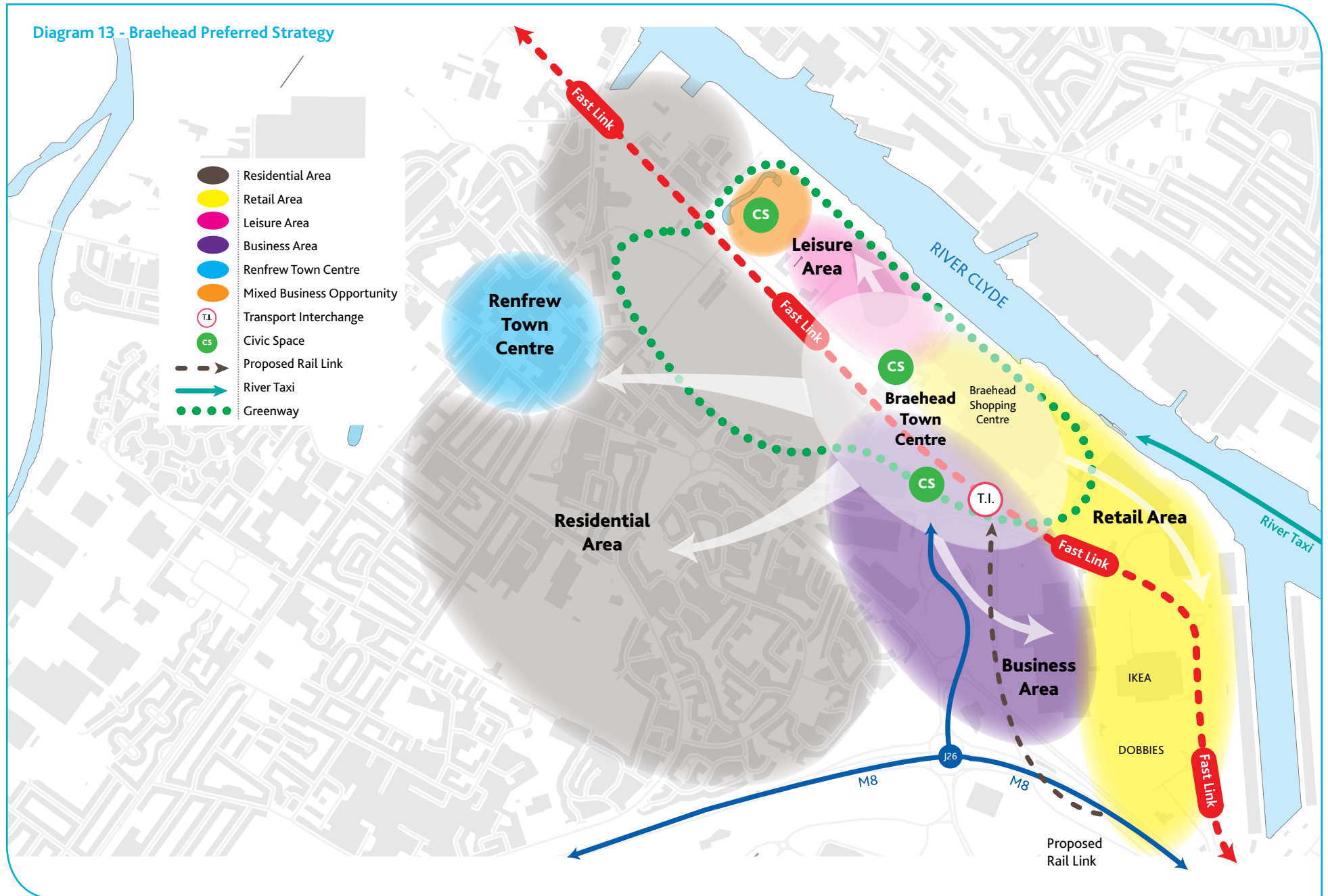
Alternative 2

8.16 The LDP does not define Braehead as a town centre but retains it as a Strategic Centre. The LDP offers no support to retail expansion of the centre but supports the diversification of uses. This option may also lead to a town centre designation in the next LDP, in 5 years as the functions of the centre would have expanded.

Why this option is not preferred

8.17 This is not the preferred strategy as without the commercial driver of retail development it is very unlikely that the additional improvements proposed could be delivered. The centre would stagnate and significant economic, leisure and transportation opportunities lost.

Diagram 13 - Braehead Preferred Strategy



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Johnstone Town Centre Preferred Strategy

8.18 Johnstone Town Centre, in common with other similar sized centres faces a number of challenges. It needs to refresh and improve its offer to ensure that it retains a competitive edge and remains the service centre for the wider west Renfrewshire area. The implementation of Renfrewshire Council's Building Better Communities Programme will be the primary catalyst for major change and regeneration of the town centre. The BBC programme proposes the creation of a new town hall and civic hub which would include a range of community and civic facilities at the heart of the town centre. This will have a significant impact on the future regeneration of the town centre.

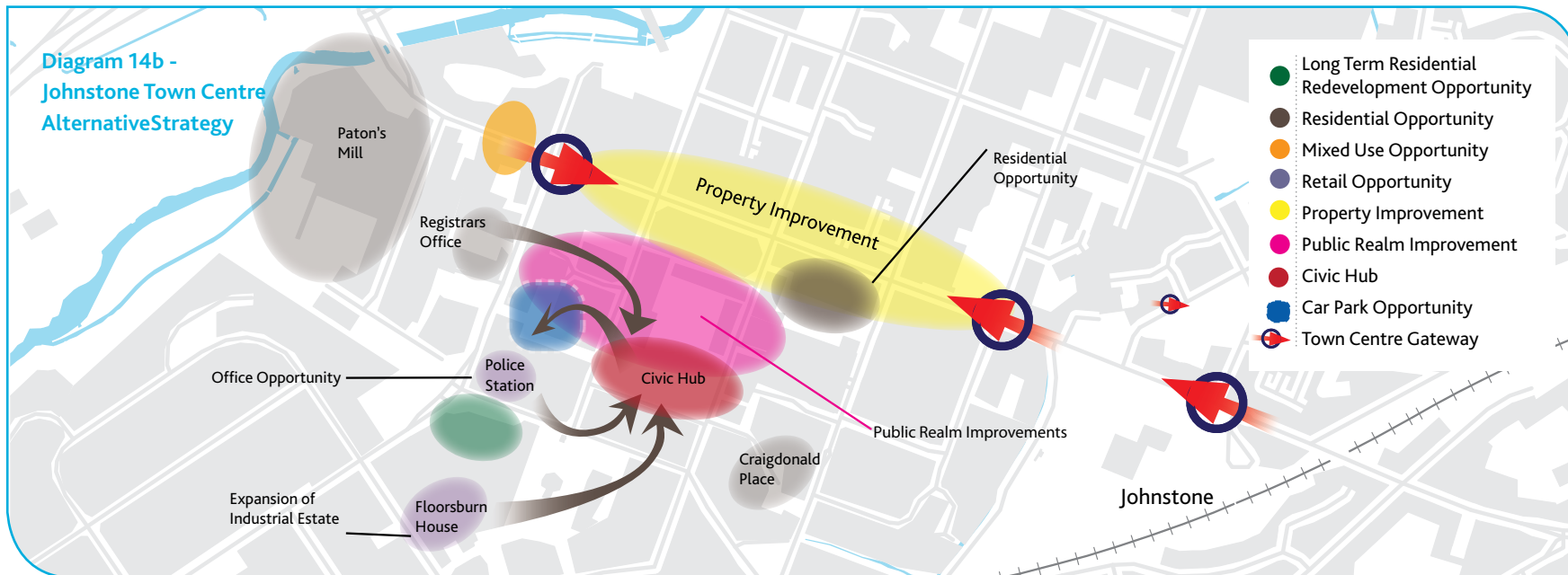
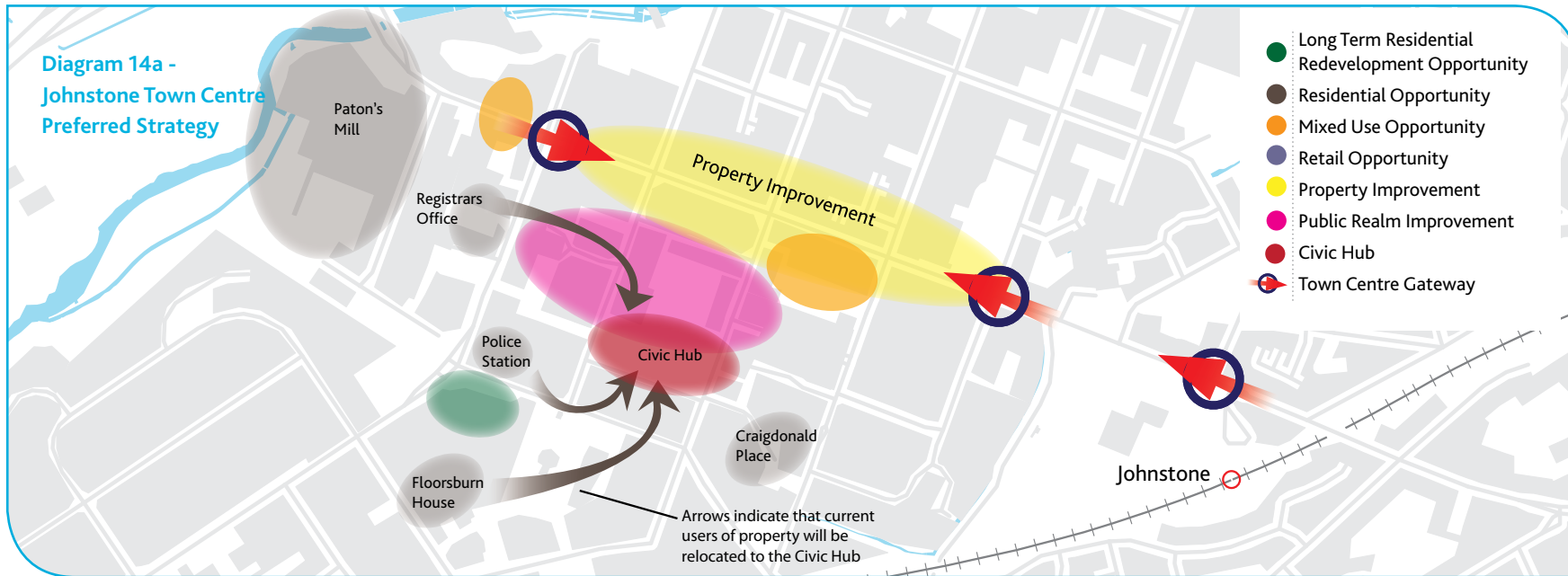
8.19 The civic hub will be the focus of the regeneration activity, however, several opportunities exist within the town centre to build on this proposal and provide a long term strategy for development and investment in the town centre.

8.20 The Council's preferred strategy for Johnstone Town Centre is as follows.

Johnstone Town Centre Preferred Strategy

- Development of a new Town Hall and Civic Hub
- Support town centre public realm improvements. This will include:
 - » Enhancing key gateways into the town centre
 - » Defining key landmarks and creating a sense of place
 - » Improving pedestrian access to the town centre, and new civic 'core'
 - » Public realm improvements at Church Street, MacDowall Street and Provost Close.
 - » Commercial property improvements to building frontages on High Street.
- Promote and plan for a greater mix of uses to enhance the vitality and viability of the town centre. Promote the development of key opportunity sites in and in close proximity to the town centre.

8.21 The strategy for Johnstone Town Centre is described opposite. Diagram 14a and Diagram 14b identify the two options for its implementation with Diagram 14a being the preferred option. The difference between the two options is the land use proposed for 3 of the opportunity sites within the Town Centre.



Erskine Town Centre Preferred Strategy

- 8.22 Erskine Town Centre has done well in recent years against the backdrop of a challenging economic environment, with no vacancies in 2011. However, the town centre has grown in a sporadic manner and is constrained by the limited range of uses and facilities, with the focus being on convenience retailing and some community uses. The role and function of the town centre needs to be strengthened, creating a place with a range and quality of facilities appropriate for a town of its size. The overall quality of the town centres' public spaces and linkages to the waterfront and the town's residential areas also require improvement to help achieve a sustainable future for the town centre.
- 8.23 Significant opportunities exist in and around the town centre to substantially improve the quality of the environment and deliver a greater diversity of uses which would enhance the vitality of the town centre.

- 8.24 The key components of the preferred strategy for Erskine Town Centre are described below. The preferred strategy for Erskine Town centre is detailed within the Erskine Masterplan in Chapter 11.

Erskine Town Centre Preferred Strategy

- Safeguard and enhance the existing green network, improving connectivity between the town centre, waterfront and residential neighbourhoods as a catalyst for the development of key opportunity sites within and in close proximity to the town centre.
- Promote new commercial and leisure opportunities to the north of the town centre in support of its vitality and viability.
- Promote the development of key local authority owned site at the edge of the town centre for residential use.

Alternative

- 8.25 Promote residential development on the site to the north of the town centre which is identified as a commercial and leisure opportunity in the preferred strategy. The former Park Mains High School site would be identified as a mixed commercial, leisure and residential opportunity.

Why this option is not preferred

- 8.26 This is not preferred as it would substantially increase the footprint of the town centre and would draw the focus of commercial/leisure activity away from the existing centre which would be detrimental to its future vitality and viability.

Other centres and retail parks

- 8.27 The role and function of each of Renfrewshire's town and village centres not addressed above will be defined in the LDP while any changes required to enhance their vitality and viability are relatively minor or have been addressed through a planning application or the 'Suggestions for Land Use Change' process. The other town and village centres, with the exception of Linwood, have largely done well in recent years against the backdrop of a challenging economic environment, with vacancy rates remaining relatively low. These town centres are targeted at local need, providing day to day shopping and community facilities. This has enabled these centres to adapt and find their role more easily.
- 8.28 Renfrew Town Centre is the largest of the other centres and has seen the completion of major public realm and shopfront enhancement works aiming to create a safer and more pleasant environment. This has massively benefited the quality of the environment in the centre which will help safeguard the existing uses and entice new uses and development.
- 8.29 There have been interests expressed for new convenience retail developments in Bridge of Weir through the 'Suggestions for Land Use Change' process. The Council's preferred site is the old coal yard, as shown on page 56 Diagram 23.
- 8.30 Linwood Town Centre has continued to decline due to a lack of investment. It is envisaged that the proposals from Tesco to re-develop the town centre will result in dramatic improvements in terms of the vitality and viability of this centre.
- 8.31 With the development of the Johnstone Community Sports Hub the swimming pool site in Elderslie village centre will become vacant. Options for redevelopment of the site for residential and other uses will be explored but will be dependent on market demand.
- 8.32 The role and function of particular retailing areas which have high vacancy rates will be considered in the preparation of the new plan. Areas such as Blythswood Retail Estate in Renfrew and secondary centres around Paisley may require to be considered as areas for change with a more flexible policy approach to allow a mix of uses in these areas. The aim would be to consolidate retail uses in town centres whilst reinvigorating these off centre locations, but not to the detriment of the existing uses that surround these sites.

Further policy areas

- 8.33 The following policy areas of the Renfrewshire Local Plan 2006 have been analysed in the Monitoring Statement and potentially require minor alterations, additions or consolidation in the LDP. Reference should be made to the Monitoring Statement for further details.
- 8.34 **Town Centre uses**
- Secondary centres, neighbourhood centres, local shops
 - Retail warehouse parks
 - Hot food shops, licensed premises.

Question 5

In considering Renfrewshire town centres are the preferred strategies for the following centres correct or should the suggested alternative(s) be pursued? Should another strategy be pursued and if so what?

A. Paisley

B. Braehead

C. Johnstone

D. Erskine



9 | Environment

A main issue which has to be established through the preparation of the MIR is the integration between the built and natural environment and the promotion of more sustainable patterns of development which take into account climate change mitigation and adaptation priorities.

9.1 The early engagement and consultation activity undertaken to inform the MIR expressed the importance of an attractive natural environment as well as integrating new developments with facilities and services for the health and well being of Renfrewshire residents. From the interactive question session held at the MIR Stakeholder Conference in May 2011, when the question was asked 'what is the main issue for the environment?' around three quarters of the stakeholders that were in attendance considered that providing accessible, safe, good quality green spaces was a main issue.

9.2 Linking green spaces and encouraging connectivity not only for local communities and businesses, but also for habitats and wildlife, can deliver multiple benefits. The creation of a Central Scotland Green Network is one of the 14 national projects contained within NPF2⁴, which builds upon the success of the Glasgow and the Clyde Valley Green Network. Strategy

Support Measure 8 in the SDP Proposed Plan highlights green infrastructure as an economic necessity, as multi-functional green networks can add to the attractiveness of an area where businesses will wish to remain and grow. A safe, attractive and well used green network and open spaces can encourage healthier lifestyle, well being and community spirit. Linking green spaces and landscapes can create corridors that provide opportunities for habitat enhancement as well for the movement of species. It can also achieve improvements in the movement of water, encouraging ecological networks, integrating wider biodiversity benefits and can lead to improvements in the water environment that contribute to meeting the objectives of the Water Framework Directive and River Basin Management Planning as well as promoting a more sustainable approach to flood risk management.

Climate Change

9.3 Climate change presents one of the greatest challenges affecting most aspects of our environment, communities, economies and society. The drive to help to reduce the impact of climate change by contributing to climate change mitigation, promoting climate change adaptation and acting sustainably will be a continuous and central theme throughout the new Renfrewshire LDP.

9.4 The Climate Change (Scotland) Act 2009, places duties on local authorities as public bodies that relate to climate change. The LDP is an important policy document where it can be demonstrated that sustainability has been integrated into the strategy, objectives and vision, facilitating climate change action to

be mainstreamed into all planning processes and functions. Addressing climate change is an on-going process and the development plan has an important role in supporting sustainable development by directing the right development to the right place, influencing the location, layout and design of new development.

9.5 The requirement of a co-ordinated approach to addressing climate change is evidently clear in all Scottish Government policy documents and is central to the Spatial Vision and Spatial Development Strategy outlined in the SDP Proposed Plan. As is outlined in all sections of this MIR, sustainability underpins all of the preferred strategies. Creating attractive, healthy, accessible and sustainable places will be reflected in the policies contained in the new LDP.

⁴ The second National Planning Framework, published by the Scottish Government in 2009

Green Network

- 9.6 Renfrewshire has substantial environmental resources in its open spaces, walking and cycling corridors, Green Belt land and habitat networks. The development of a green network of interconnected resources is a long term goal that the agencies involved are right at the start of. Active travel links creating connections to services, facilities, open spaces and other areas are considered an integral part of achieving sustainable economic growth.
- 9.7 As an example of the potential benefits of green network thinking Renfrewshire Council was a partner in a recent project with the Glasgow and the Clyde Valley Green Network Partnership (GCVGNP), SEPA, Glasgow City Council and South Lanarkshire Council to develop an exemplary approach to the provision of Green Network solutions for the drainage infrastructure of new development (Background Paper 14 - Green Networks Integrated Urban Infrastructure, Johnstone South West). In Renfrewshire the focus was on the South West Johnstone CGA and the approach demonstrated solutions to integrate wildlife corridors, access networks and open space improvements as well as providing development opportunities for the area.

- 9.8 To inform the development of the LDP, work has been undertaken by the Glasgow and the Clyde Valley Green Network Partnership to review Renfrewshire's green network opportunities (Background Paper 9). This looked at the current green network, Core Path Plan, National Cycle Route and the opportunities to improve this resource along with whether priority areas can be established in relation to major areas of change and social need that will enable expansion of the green network. By expanding the Green Network this would encourage the enlargement of biodiversity habitat networks as well as increasing public access to greenspace.
- 9.9 The analysis carried out to identify Green Network opportunities established three different options that outlined the strategic green network opportunities across Renfrewshire that could provide the focus over the lifetime of the LDP.

Preferred Strategy

- 9.10 The preferred strategy identifies those areas across Renfrewshire that have the potential to deliver maximum, multiple benefits for investment of effort and resources.

- 9.11 Diagram 15 sets out the components of the preferred strategy for the green network and these are described below.

Green Network Preferred Strategy

The focus of the LDP will be on the following areas where there are opportunities to integrate green networks.

- Erskine Waterfront and Centre;
- Renfrew Waterfront and Braehead;
- South west Renfrew and Gallowhill;
- Johnstone to Lochwinnoch
- South Paisley to Johnstone
- River Clyde and River Cart Walkways, including linkages to Core Paths and the National Cycle Route

- 9.12 The preferred strategy combines all three options identified in the Green Network Opportunities Mapping and enhances them through the inclusion of ongoing projects at Gleniffer Braes, South Paisley Strategic Route, links from South Paisley to Johnstone and the River Clyde and River Cart walkways including linkages to the core paths and the national cycle route. The preferred option is considered to deliver a local Green Network mirroring the objectives of the Central Scotland Green Network initiative.

Alternative 1





- 9.13 Identified the top 30% of habitat creation priorities for Renfrewshire generated from the Integrated Habitat Network Model output 2011. It identified the following areas:

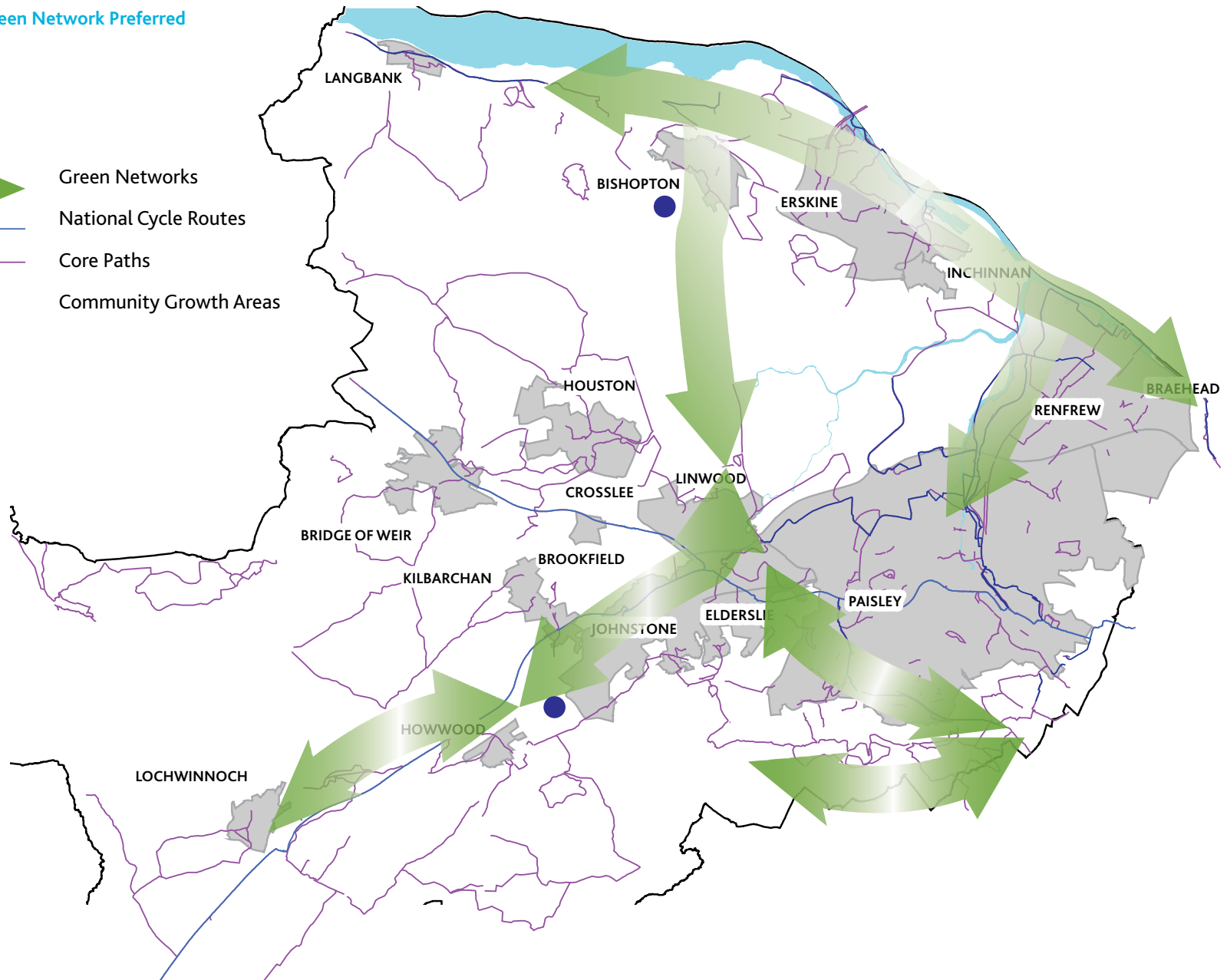
- Langbank;
- Erskine Waterfront and the M898 corridor;
- North Bridge of Weir;
- South Bridge of Weir;
- Linwood Moss;
- Black Cart Water south of Inchinnan;
- South East Paisley Corridor, including Gleniffer Braes;
- Johnstone A737 Corridor;
- Lochwinnoch,

Alternative 2

- 9.14 Shows the top 30% of access enhancement priorities for Renfrewshire generated from the Networks for People Model output 2011. It identified the following areas:
- Renfrew Waterfront and Hillington;
 - East Paisley and West Renfrew;
 - Central Paisley.





Diagram 15 - Green Network Preferred Strategy

-  Green Networks
-  National Cycle Routes
-  Core Paths
-  Community Growth Areas



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Diagram 16 - Green Network Alternative 1

-  Top 30% Habitat Creation Priorities
-  National Cycle Routes
-  Core Paths
-  Community Growth Areas

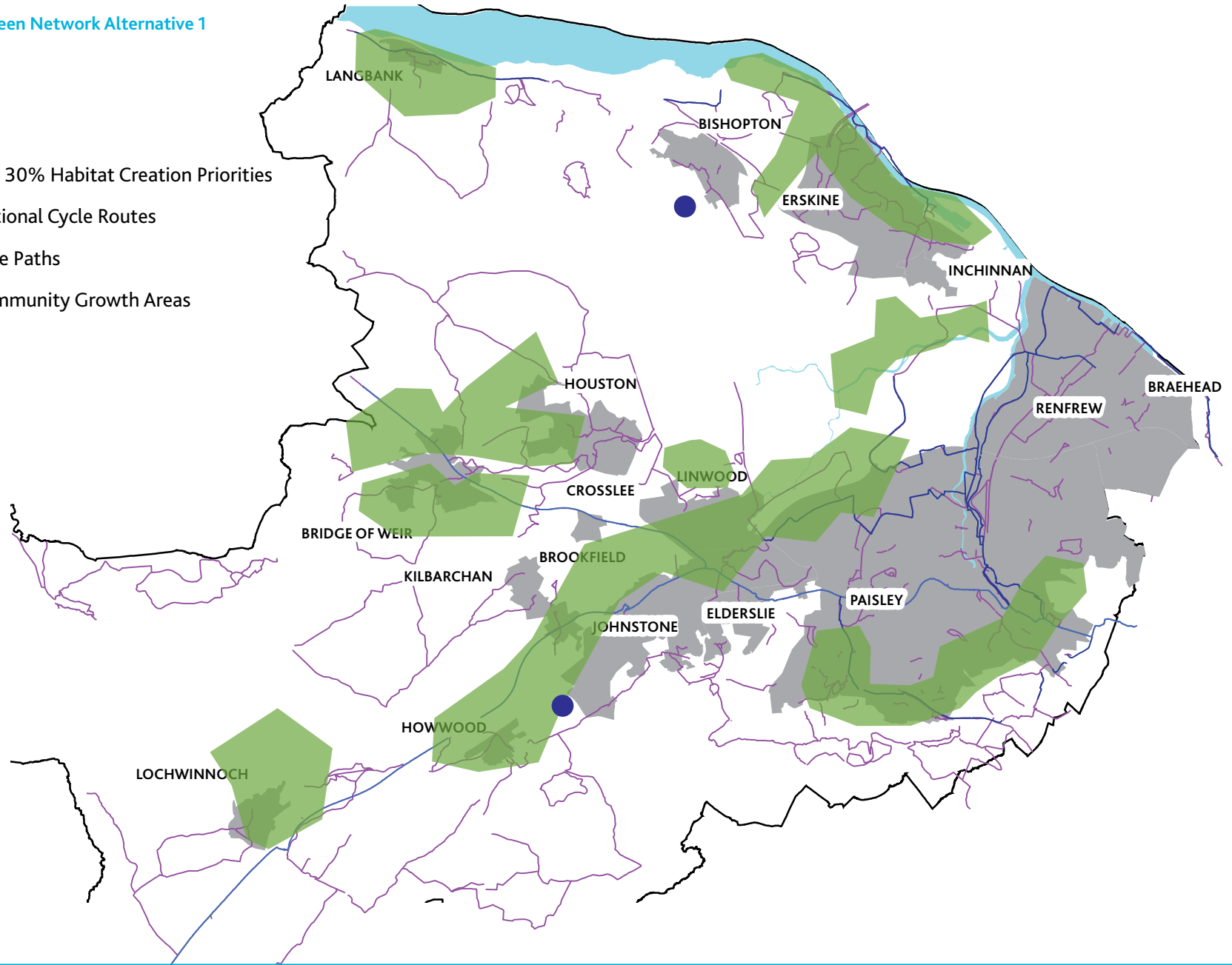




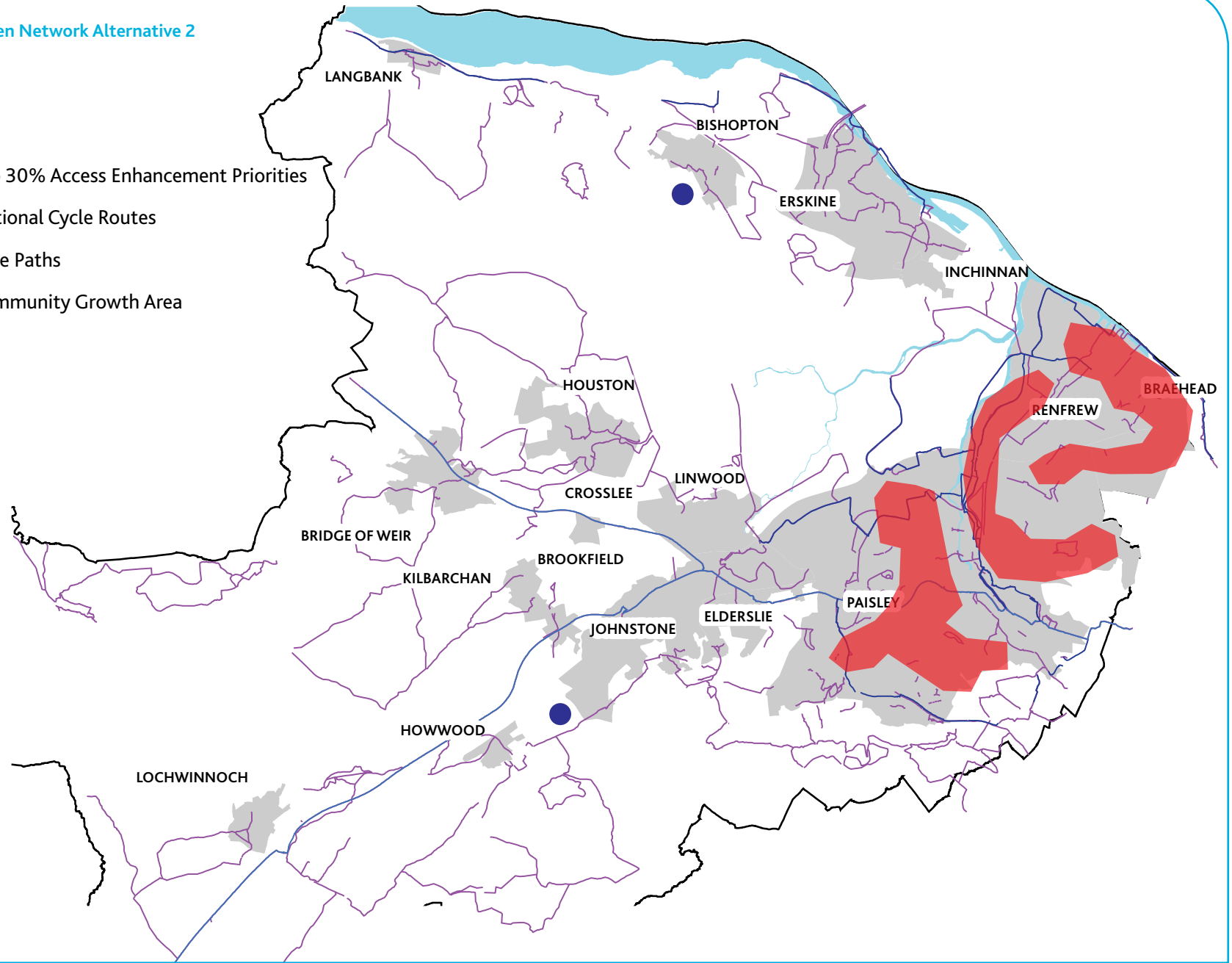


Diagram 17 - Green Network Alternative 2

-  Top 30% Access Enhancement Priorities
-  National Cycle Routes
-  Core Paths
-  Community Growth Area



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Alternatives

- 9.15 An alternative approach would be to go with just one of the three options identified through the Green Network Opportunities Mapping. Going with Alternative 1 (Diagram 16) would deliver maximum, multiple benefits for investment of effort and resources and provide increased opportunities for people surrounding these areas to access greenspaces. However it does not expand the Green Network and also misses out on some very important projects that Renfrewshire Council has been investing in over the last few years.
- 9.16 The preferred strategy identifies many of the projects that Renfrewshire Council has been working on and also contain priority projects that are still to be delivered. It is considered that there are many important areas identified in Alternative 1, however, again this option outlines discrete areas rather than longer links and corridors which would encourage and enhance habitats and active travel along these routes.
- 9.17 Alternative 2 (Diagram 17) outlines access priorities which are focused around Paisley and Renfrew. Although these areas are considered to be relatively urban and would therefore benefit from access to a Green Network, this is not likely to be a suitable alternative for the rest of Renfrewshire. It also appears to be concentrated on linking existing large

areas of green space which already deliver a wide range of benefits. Again it is considered that this option is unlikely to deliver the joined up corridors that is anticipated by the delivery of the Green Network.

Why alternative options are not preferred

- 9.18 By choosing only one of the three options identified in the Green Network Opportunities Mapping it is considered that there would be a lost opportunity to create links and enhance each of these areas to ensure that they are attractive, safe locations for people, as well as wildlife, along with creating sustainable water management corridors to achieve benefits for river basin management and sustainable flood risk management. Choosing only one of these options is unlikely to create the connection that will deliver the multiple benefits that can be obtained through the Green Network.

Vacant and Derelict Land

- 9.19 The 2011 survey of urban vacant and derelict land within Renfrewshire indicates that this totals 246 hectares. The overall amount of vacant and

derelict land within Renfrewshire has remained relatively constant over the period from 1999 to present. Most of these sites are located in the older established urban areas of Paisley, Renfrew and Linwood. This extent of derelict land was described in pre MIR consultation as a significant blight on the attractiveness of Renfrewshire as a place to live and invest.

- 9.20 Given the stagnant nature of the urban vacant and derelict land in Renfrewshire and the impact these sites have on surrounding environments, the preparation of the new LDP presents an opportunity to review these sites. By analysing current land use zoning in the Renfrewshire Local Plan there is the potential to consider whether some of these sites could offer more potential if they were rezoned for a different use or covered by a more flexible policy approach which would allow for a range of other development opportunities.
- 9.21 At present 92 hectares of vacant and derelict land is in the older industrial areas of Renfrewshire. The recent survey of industrial and business land supply indicates that there is a considerable amount of land for industrial use within Renfrewshire. As outlined earlier in the Stimulating the Local Economy section, the Council has reviewed the status of all of the industrial areas not identified as SEILs and identified 21 sites totalling 59 hectares that will move from being identified as industrial to other uses.

- 9.22 A possible alternative use for some of these sites may be to improve the environment by greening the land on a temporary or permanent basis. This could present opportunities to link to existing or potential Green Networks enhancing the built and natural environment. However, a problematic factor within this would be that over 160 hectares of the vacant and derelict land is in private ownership and it is likely that most land owners would not opt for this change of land use unless there were financial incentives. As central and local Government budgets contract, there may be difficulties with providing incentives.

Vacant and Derelict Land Preferred Strategy

Seek to stimulate new uses for vacant and derelict industrial land by using the LDP as the means of reviewing the continuing relevance of land use policies.

In the short term explore opportunities for temporary greening of vacant sites for the amenity and environmental benefits that this would bring.

Alternative

9.23 To continue with current zoning ensuring that there is a significant supply of different industrial sites throughout Renfrewshire, in particular for heavy industrial with potential amenity issues which are not suitable for units or sites within the SEIL areas.

Why option is not preferred

9.24 In aiming for a strategy of sustainable development and regeneration and renewal, many of these vacant and derelict industrial sites are located in the heart of settlements, or within the more rural areas. It is considered that industrial uses with potential amenity issues are not now suitable for many of the sites and therefore retaining the existing land use zoning for sites would be at odds with the overall vision of the new LDP and likely to have a negative impact on the overall built and natural environment.

Implications arising from the Strategic Environmental Assessment (SEA)

- 9.25 Given that the MIR outlines issues which cover broad areas and not specific sites, the SEA provides a strategic overview of impacts and constraints which highlight the need to consider adaption or mitigation policies which would be applicable to cover development on individual sites to accurately assess the environmental impact.
- 9.26 Cross boundary implications within and outwith the Renfrewshire boundary present implications for unknown risks associated with the preferred strategies. There are also unknown risks from outside the boundary on the preferred and alternative strategies.

Question 6

In considering Renfrewshire's environment are the preferred strategies for the following topics correct or should the suggested alternative(s) be pursued? Should another strategy be pursued and if so what?

A. Green Network

B. Vacant and Derelict Land

Further policy areas

9.27 The following policy areas of the Renfrewshire Local Plan 2006 have been analysed in the Monitoring Statement and potentially require minor alterations, additions or consolidation in the LDP. Reference should be made to the Monitoring Statement for further details.

- Natural and built heritage
- Green Belt, incorporating a review of the current Green Belt boundaries Background Paper 4
- Open space
- Flooding & sustainable drainage, including the implications of the Flood Risk Management (Scotland) Act 2009
- Contaminated Land/noise/major accident hazards
- Community facilities and infrastructure
- Health
- River Basin Management
- Allotments
- Core Paths

|10| Transport

The relationship between transport and spatial planning is closely interwoven and a key issue in the preparation of the LDP.

Transportation forms a significant part of the challenges set by the Scottish Government⁵ to reduce greenhouse gas emissions. A fundamental principle is to ensure that all new development reduces the need for private car use and to encourage public transport and active travel such as walking and cycling.

10.1 Pre MIR consultation confirmed that minimising the need to travel is a key theme in the new LDP, locating new developments close to existing services, facilities and transport infrastructure was considered important. It was also made clear that there is a particular lack of access to and availability of good public transport provision in and around Renfrewshire's villages, in particular in the evening and at the weekends. The villages are reliant on buses, however, the services in most villages require to be subsidised as the demand for the service is normally low. These subsidies may be threatened as budgets tighten.

10.2 The Scottish Government's focus on the important relationship between transport and land use planning is highlighted in Scottish Planning Policy, NPF2 and the National Transport Strategy. The LDP will need to facilitate and direct development to sustainable locations which helps in the delivery of sustainable, low carbon economic growth for Scotland.

10.3 With regards to future transport investment, the Strategic Transport Projects Review (STPR)⁶ outlines four infrastructure improvement projects which will have an impact for Renfrewshire, these are:

- Project 8 – Strategic Park & Ride/ Park & Choose sites;
- Project 15 – Edinburgh to Glasgow rail improvements;
- Project 24 – West of Scotland Strategic Rail Enhancements; and
- Project 26 – Rail Enhancements between Inverclyde, Ayrshire and Glasgow.

10.4 The Regional Transport Strategy⁷ provides a statutory framework for investing in a vision for improving strategic transport connections for the west of Scotland to 2021. The travel and transport priorities cover the following areas:

- Improved connectivity and access for all through the provision of walking and cycle routes along with better links to public transport;

- Reduced emission by improvements to bus infrastructure and the encouragement of more sustainable travel;
- The provision of attractive, seamless and reliable travel, for example, Fastlink⁸, as outlined in the West of Scotland Conurbation Public Transport Study.

10.5 The SDP Proposed Plan places sustainable transport and travel along with the prioritisation of locations that are accessible by such sustainable modes, such as Glasgow Airport, as one of its key components. Strategy Support Measure 7 of the Plan promotes a long-term step change toward sustainable transport. To achieve this the Council will need to work in partnership with the other Councils in the Glasgow and the Clyde Valley area to agree a programme for sustainable transport investment.

5. Climate Change (Scotland) Act 2009

6. Strategic Transport Projects Review, Transport Scotland, 2009

7. A Catalyst for Change, Strathclyde Partnership for Transport, 2008

8. The Fastlink project proposes rapid bus links between Glasgow city centre and the Southern General Hospital with potential extension to Renfrew.

Preferred Strategy

10.6 The Council's preferred strategy for transport in the LDP has been fundamental to the preferred strategies outlined in the preceding sections of the MIR. The influences on the Council's preferred strategy are set out below.

10.7 Section 6 of this report identifies significant areas for economic growth (SEILs) where existing active travel and transport connections exist. By creating a focus on business and industrial areas such as the Glasgow International Airport Zone, Hillington / Renfrew North and Bishopston, this allows existing and new businesses to locate in areas already served by a transport network. These areas are also where transport investment is proposed over the lifetime of the LDP.

- NPF2 identifies a need at Glasgow Airport to improve surface transport access to/from the airport.
- The STPR includes rail enhancements which are likely to have a positive effect on Hillington West and Gilmour Street Station.
- Proposals for the implementation of Fastlink may also provide better access to Renfrew and possibly to Glasgow Airport.

- At Bishopston, developers are funding rail station enhancements, park and ride improvements, a new bus service and a new motorway junction

10.8 To support a low carbon economy, there is a need to consider how to promote the movement of freight by more sustainable means such as by rail and water. Deanside Freight Terminal at Renfrew is recognised in the SDP Proposed Plan as being an important freight transport hub. At the local level, the existing Malcolm's yard at Linwood also provides opportunities to move freight by rail. At Westway in Renfrew the feasibility of reopening the White Cart to allow industries to move products on water is being examined. Trying to locate business and industry around these areas where opportunities exist would allow for a step change in the movement of freight by more sustainable means.

10.9 Renfrewshire's network of strategic, town and village centres present opportunities to minimise the impact of development priorities on the existing transport network and encourage development in locations where there is the availability of sustainable modes of travel and transport. Furthermore transport investment, both public and private is being concentrated in these areas.

10.10 Guiding new housing development to areas well served by good public transport supports the delivery of sustainable development. Such locations may be –

- sites on the edge of existing centres or other public transport nodes/ corridors
- on urban brownfield sites
- within settlements along good public transport routes.

10.11 In these locations infrastructure is already in place or there is potential for connection. Locating developments where there is no existing public transport causes issues as bus services will not operate until there are sufficient numbers to create economical route or diversion. Providing developer contributions to ensure a service could be delivered could be an option, however, past experience has indicated that this is difficult to sustain.

10.12 The Green Network provides the links and connections for active travel routes and to transport infrastructure.

10.13 The transport implications⁹ of the preferred strategies set out in the MIR, are set out in the Transport Background Paper. The preferred strategy for transport is outlined as follows and in Diagram 18.

Transport Preferred Strategy

Promote accessible sites on or near public transport nodes and corridors within or on the edge of existing settlements.

Guide new development to locations –

- that are linked to active travel networks and served by public transport as well as being connected to existing local services and facilities.
- where existing transport and travel infrastructure and services have the necessary capacity to fully accommodate the use.

Reflect current transport plans and current transport investment programmes. In particular the interventions outlined in the STPR along with the actions outline in the Regional Transport Strategy and Renfrewshire's Local Transport Strategy.

9. As required by Development Planning and Management Transport Appraisal Guidance.

Alternative 1

- 10.14 Promoting or allowing development only along the corridor of the trunk road network, concentrating on road movement rather than prioritising development alongside active travel routes and public transport corridors as shown in Diagram 19. This would then concentrate development in close proximity to the major road routes that dissect Renfrewshire, allow good, direct access to Glasgow, Inverclyde and Ayrshire. Depending on the scale of development, it is likely that there would be easy access to the junctions that lead on to the trunk roads. Further transport analysis will be required but this would apply to all developments in close proximity to the strategic trunk road network.
- 10.15 This alternative does though allow more development opportunities in and around the villages. In some cases, as new rail networks and stations/ halts are unlikely to be developed in Renfrewshire villages for the foreseeable future and the funding allocation of buses is decreasing, private transport is sometimes the only viable option. If there is good, direct access onto the trunk road network then this can be the more efficient use of resources, in terms of time, for some people and businesses.

Why option is not preferred

- 10.16 The cumulative impact of locating all developments along the trunk road network may have an impact on overall capacity of the network, causing impact at junctions and other roads that lead to the trunk road. This has the potential to cause some effect on existing uses that are already located in the vicinity of trunk roads to ensure good access to the network. This option would also rely too much on motorised transportation, leading to a rise in transport emissions and not working towards a low carbon economy.
- 10.17 The Strategic Environmental Assessment (SEA) has also identified that this option is likely to have more of an impact on the environment than the preferred option. The SEA accompanying the MIR provides more details on the extent of the environmental impact of this option.

Alternative 2

- 10.18 To promote and locate development sites on the edge of settlements in and around Renfrewshire is indicated in Diagram 20. This would allow development of sites that are located beside existing services, facilities and infrastructure. These sites may be a mix of brownfield and greenfield sites that would use the existing walking, cycling, public transport and road network. Given the transport modelling forecasts, apart from the trunk roads,

few roads in and around Renfrewshire are at capacity, so development spread around the villages in Renfrewshire may not have a significant impact on the existing road network. Furthermore there is also an existing bus service connecting the villages as well as the option of the train in Bishopton, Langbank, Johnstone, Milliken Park, Howwood and Lochwinnoch with capacity at each to accommodate extra passengers. This may also lead to more villages and towns in Renfrewshire becoming more self-sufficient.

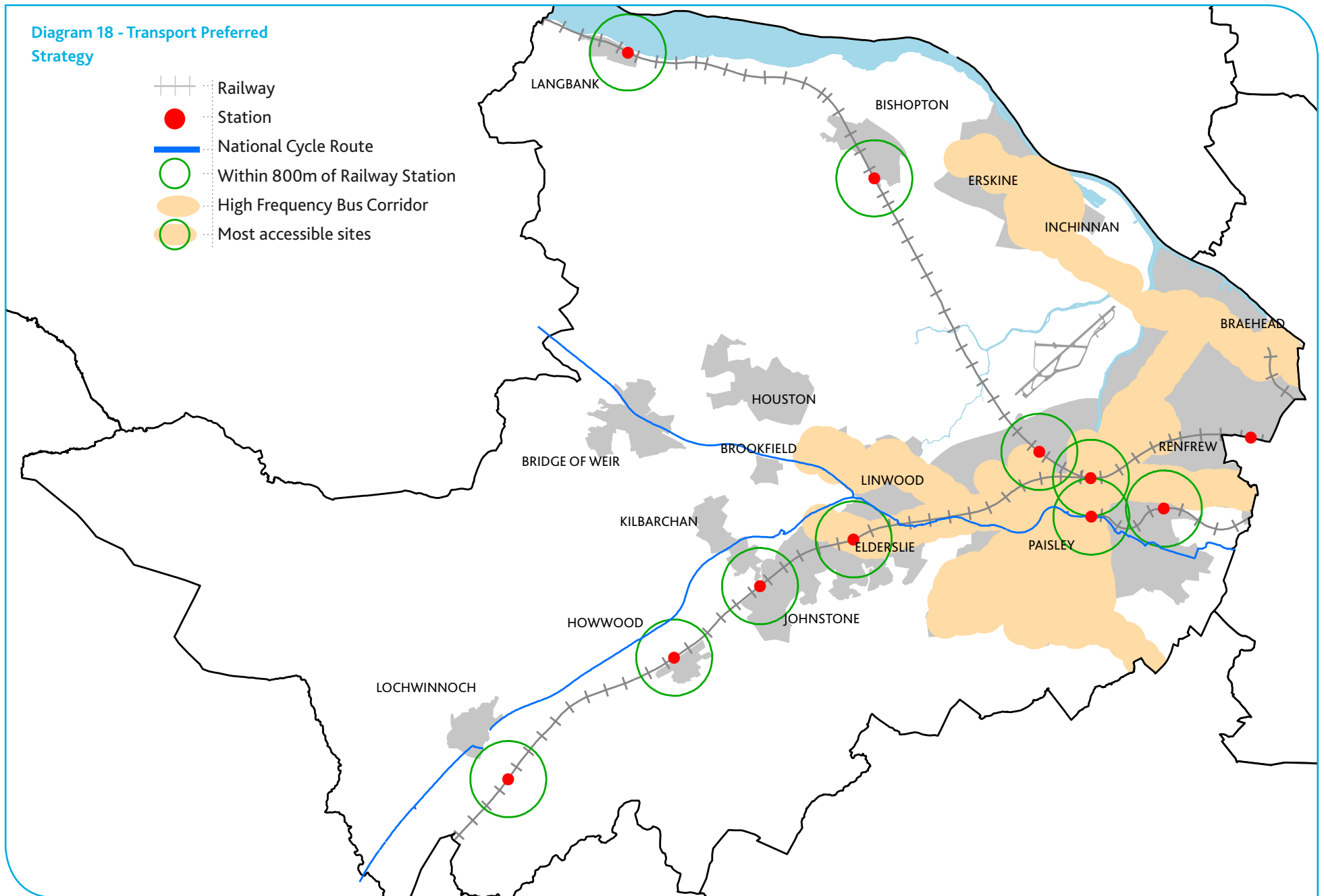
Why option is not preferred

- 10.19 Allowing sporadic development or development in locations which are less connected to active travel and sustainable transport networks is likely to have an impact cumulatively with an over-reliance on car-based travel resulting in more cars using the network and an increase in emissions, contrary to the advice from Scottish Government.
- 10.20 This option is also considered to lead to significant more environmental impacts than the other two previous options. Although mitigatory measures could be considered to reduce this impact. The SEA indicates that this is the least environmental friendly option.
- 10.21 This option is also likely to lead to the requirement for more infrastructure if developments are not located alongside infrastructure that has capacity and can take additional demands.

Question 7

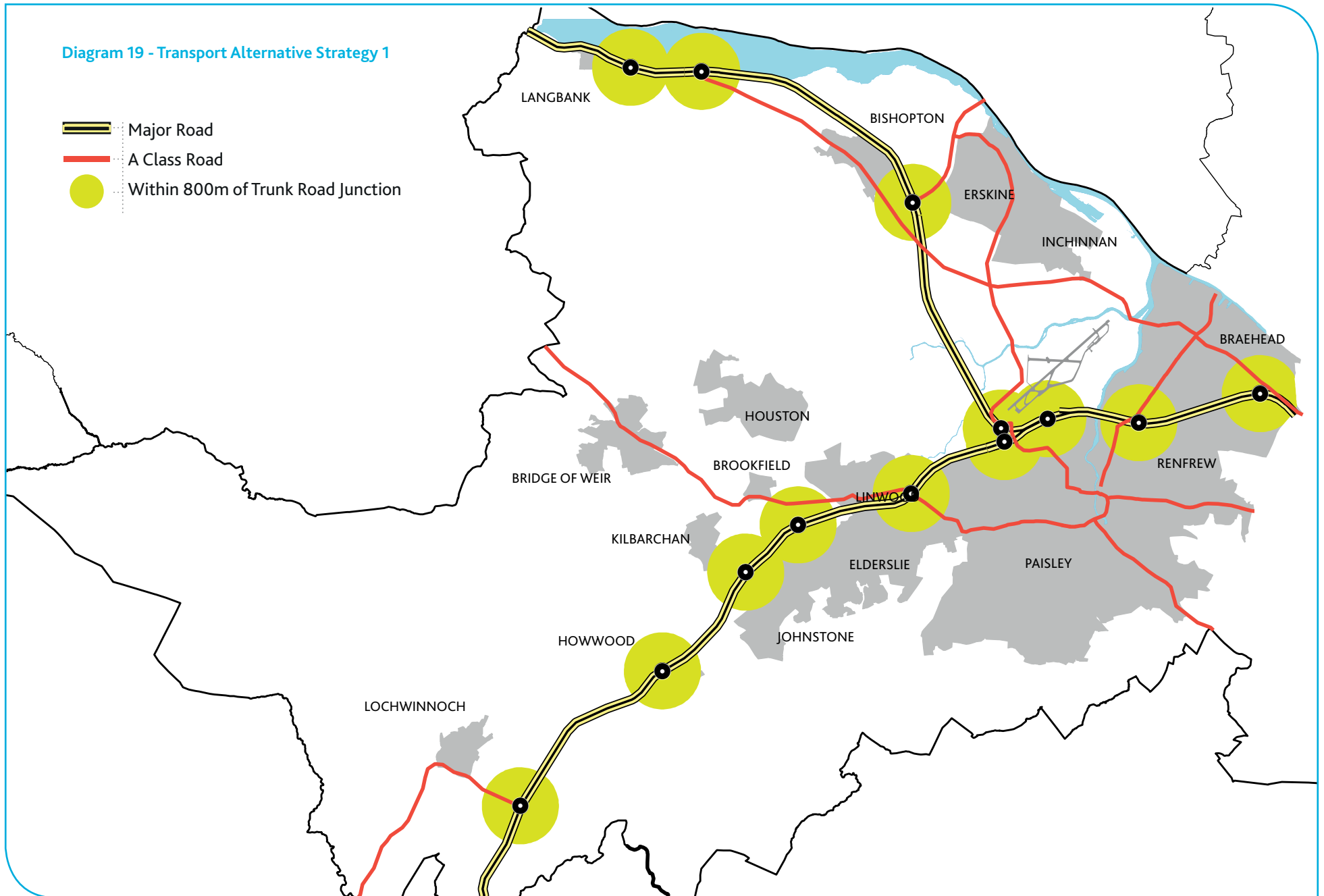
In considering the integration of transport and planning policy in Renfrewshire is the preferred strategy correct or should one of the suggested alternatives be pursued? Should another strategy be pursued and if so what?

Diagram 18 - Transport Preferred Strategy



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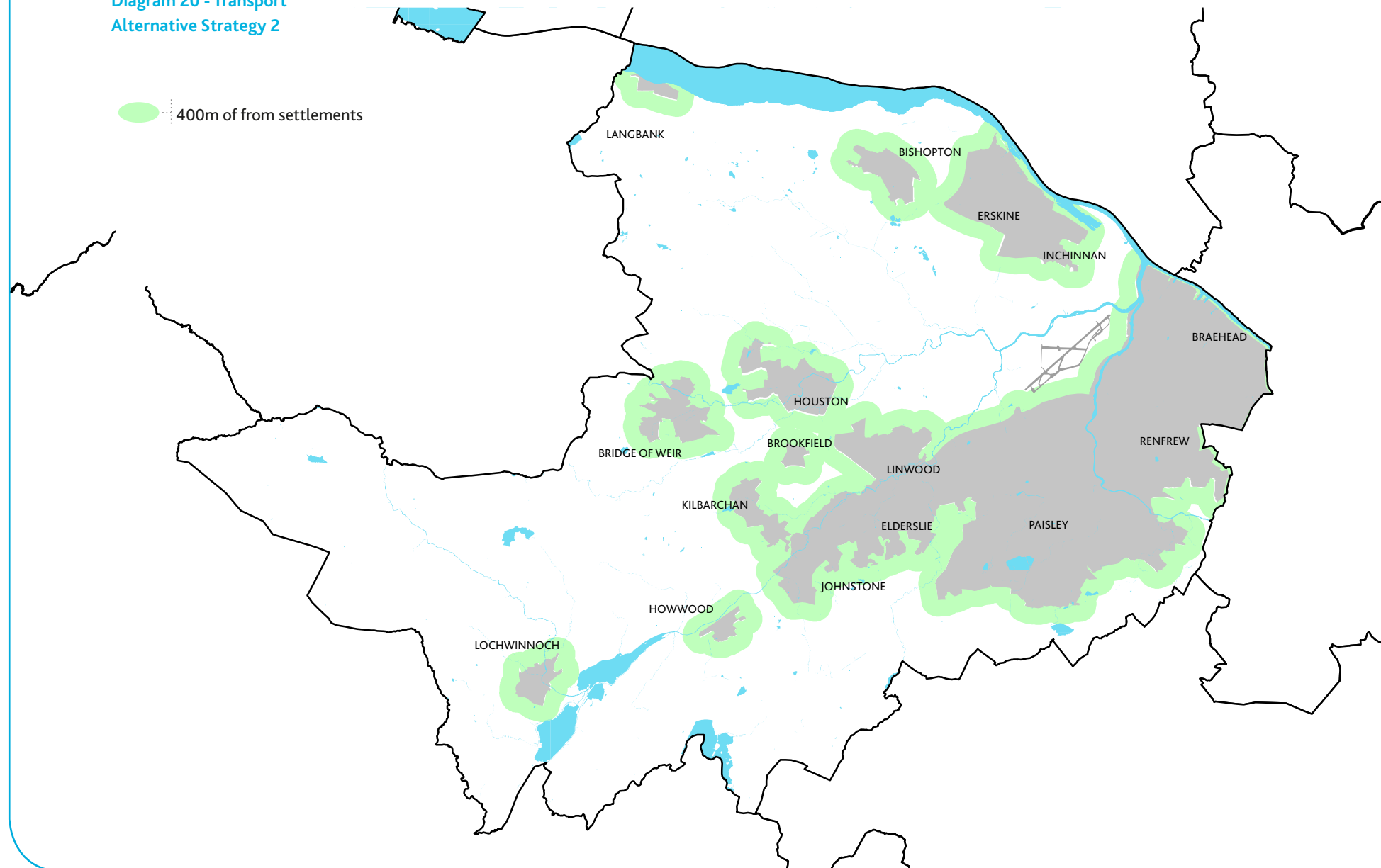
Diagram 19 - Transport Alternative Strategy 1



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Diagram 20 - Transport
Alternative Strategy 2

400m of from settlements



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|11| Place Analysis

- 11.1 This chapter aims to show how the implementation of the vision and the preferred strategies set out in this MIR translate to each place within Renfrewshire. It outlines where development should and should not go on the basis of supporting and promoting sustainable communities and sustainable economic growth.
- 11.2 The strengths and weaknesses, opportunities and threats of each of Renfrewshire's settlements have been assessed to inform and understand the changes that are envisaged in each of the settlements. The assessment of each place can be found in a table for each place accompanied by a map which outlines the changes in each area. This is presented below in alphabetical order.

Bishopton

11.3 Bishopton developed alongside the Royal Ordnance factory in the 1930s and saw rapid private sector housing development in the sixties and seventies. With the contraction and closure of the ordnance factory the village's main function has become that of a dormitory settlement. It will now see significant expansion with the redevelopment of the factory site with new housing, retailing, employment and community facilities.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Rural Setting. • Good rail links. • Good quality housing. 	<ul style="list-style-type: none"> • Pedestrian and vehicle accessibility to neighbouring settlements. • Community facilities.
Opportunities	Threats
<ul style="list-style-type: none"> • Motorway links. • New community facilities, commercial and employment opportunities. • Access to Green Network. • Remediation of contaminated land. 	<ul style="list-style-type: none"> • Potential flood risk.

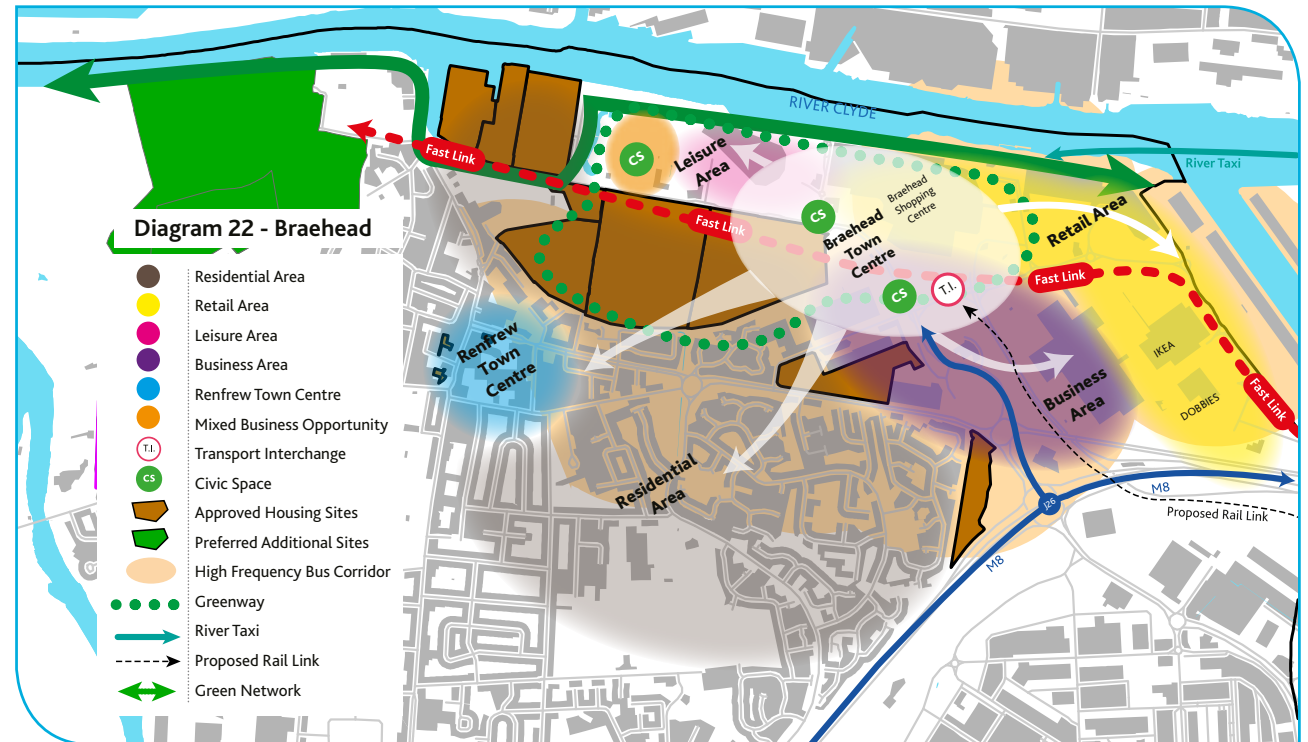


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Braehead

11.4 Braehead is the commercial area at the heart of the Renfrew Waterfront regeneration area that has developed in the last 10 to 15 years.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Good access to Motorway. • Specialist leisure uses. • Diverse retail offer. • Titanium Business Park. • Driver for economic development within Renfrewshire. 	<ul style="list-style-type: none"> • Links to the north of the River Clyde. • Pedestrian connectivity within the immediate Braehead Area.
Opportunities	Threats
<ul style="list-style-type: none"> • Provide a further mix of uses and facilities within Braehead. • Improve connectivity within Braehead and Renfrew. • Driver for regeneration of Renfrew North Area • Improve public transport hub. 	<ul style="list-style-type: none"> • Economic downturn.

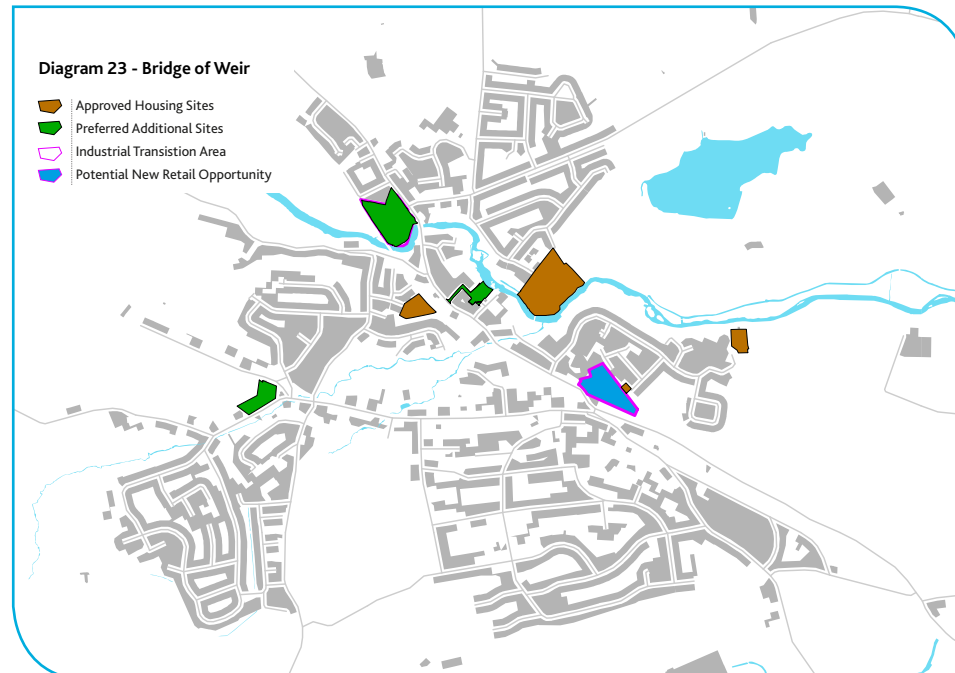


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Bridge of Weir

11.5 Bridge of Weir is an 18th century cotton industry village lying on the River Gryffe. Leather tanning replaced cotton mills in the 19th century and remains today. The settlement now functions as a centre for surrounding rural communities and as a commuter village.

Strengths	Weaknesses
<ul style="list-style-type: none"> Rural and landscape setting. Vibrant village centre. Built heritage. Cycle track. Good accessibility to local villages. Good quality housing. 	<ul style="list-style-type: none"> Limited mix of housing tenure. Lack of affordable housing. Public transport links. Accessibility to primary education.
Opportunities	Threats
<ul style="list-style-type: none"> Improve local employment opportunities. Links to Green Network. Improve retail offer in village. 	<ul style="list-style-type: none"> Potential flood risk. Village expansion into Green Belt.



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Brookfield

11.6 Brookfield lies to the north-east of Kilbarchan and is a commuter settlement dating from the early 20th century.

Strengths	Weaknesses
<ul style="list-style-type: none"> Rural and landscape setting. Cycle track. Good accessibility to local villages. Good quality housing. 	<ul style="list-style-type: none"> Poor mix of housing tenure. Public transport links. No affordable housing. No primary education.
Opportunities	Threats
<ul style="list-style-type: none"> Links to Green Network. Redevelopment of vacant hospital site. Improvements to local road infrastructure. 	<ul style="list-style-type: none"> Potential flood risk.



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Elderslie

11.7 Elderslie straddles the main road between Paisley and Johnstone and forms a link in the built up area between the two towns. Nineteenth century coal mines in the area gave way to textile industries and a distillery which are no longer present. Today Elderslie serves in the main as a commuter settlement.

Strengths

- Built heritage.
- Public transport links.
- Cycle Track.

Weaknesses

- Commercial hub.

Opportunities

- Private housing.
- Creation of focal point for village centre.

Threats

- Flooding.

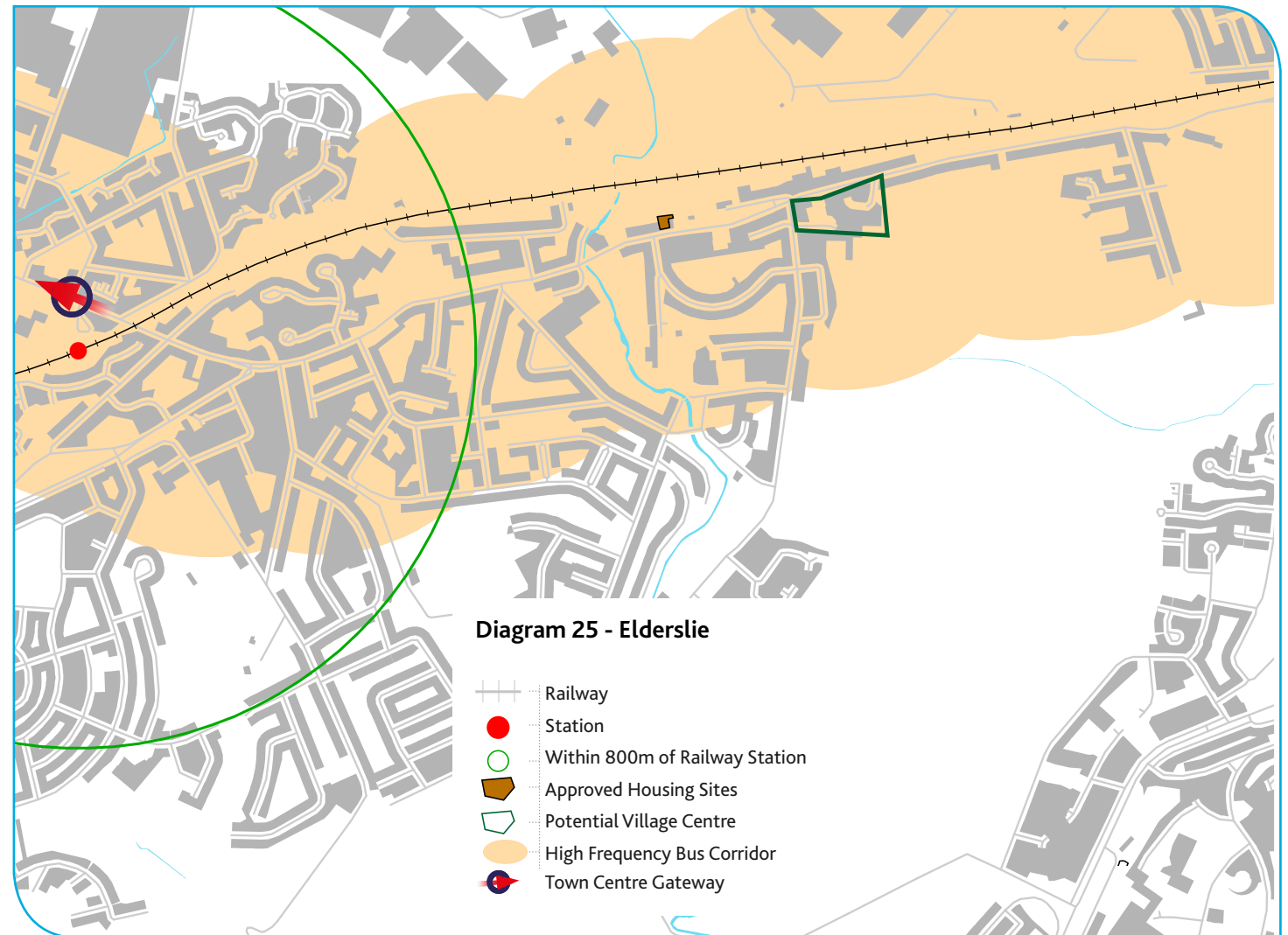


Diagram 25 - Elderslie

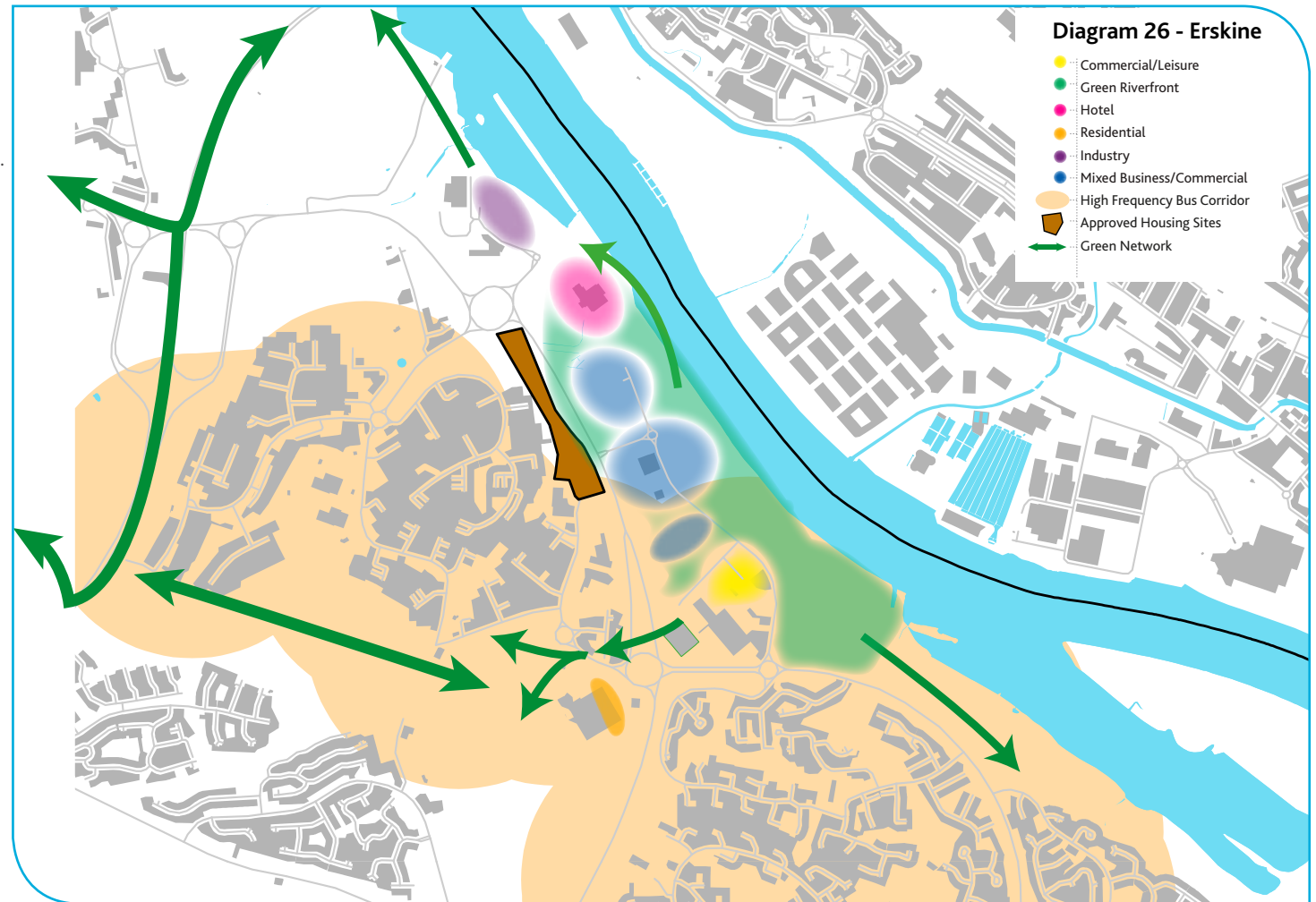
- +---+---+ Railway
- Station
- Within 800m of Railway Station
- Approved Housing Sites
- ⬠ Potential Village Centre
- High Frequency Bus Corridor
- Town Centre Gateway

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Erskine

11.8 Erskine has developed as a new community over the last 30 years initially by the former Scottish Special Housing Association with later phases of development being undertaken by the private sector. Seen as a safe, family place. Is certainly a commuter settlement with limited local employment. The Council is investing in a replacement High School (Park Mains) to be open in 2012.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Water front location. • Clyde walkway. • Good accessibility to settlements. • Good quality mix of housing. • Quality of green space. • Fully occupied town centre. • Community and leisure facilities. • Links to M8. • Education facilities. 	<ul style="list-style-type: none"> • Failure of waterfront industrial sites. • Public transport links. • Links within settlement. • Evening economy within town centre. • Lack of civic hub.
Opportunities	Threats
<ul style="list-style-type: none"> • Development of alternative land uses at water front. • Green Network enhancement. • Improve the mix of uses within town centre. • Links between Marr Hall and Erskine. 	<ul style="list-style-type: none"> • Potential flood risk. • Expansion into Green Belt.



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Hillington

11.9 Hillington sits on the boundary of Renfrewshire and Glasgow City and is one of the most significant industrial and business areas across Glasgow and the Clyde Valley.

Strengths

- Thriving business park.
- Good accessibility to strategic road network.
- Proximity to the airport.
- Good public transport links.
- A safeguarded SEIL which supports a number of the key economic growth sectors.
- Diverse range of industrial/business units/sites.
- Good local facilities.

Weaknesses

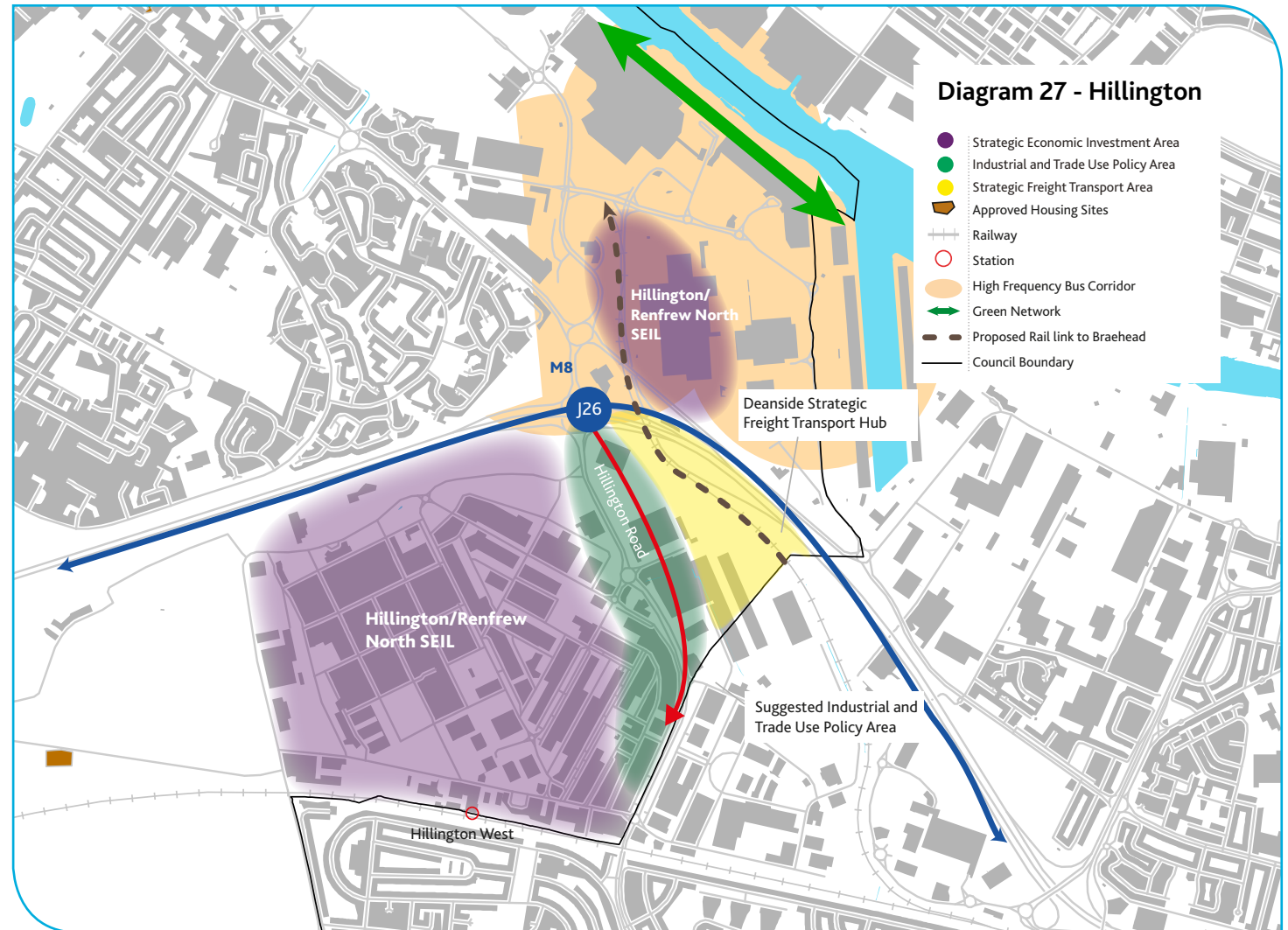
- Traditional units offer little flexibility in terms of the uses they can accommodate.
- Quality of some of the road surfaces.

Opportunities

- Development of Hillington frontage and other vacant sites.
- Redevelopment of older units.

Threats

- Influx of retail uses.
- Economic climate.



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Houston

11.10 Houston has expanded significantly from its late 18th century cotton industry origins. Developed as a new community starting in the 1970s it has become the largest of Renfrewshire's rural villages and the location of Gryffe High School. It lacks a real village centre with residents therefore having to look to other settlements for the majority of their service needs and employment.

Strengths

- Built heritage.
- Rural setting.
- Educational facilities.
- Good quality housing.

Weaknesses

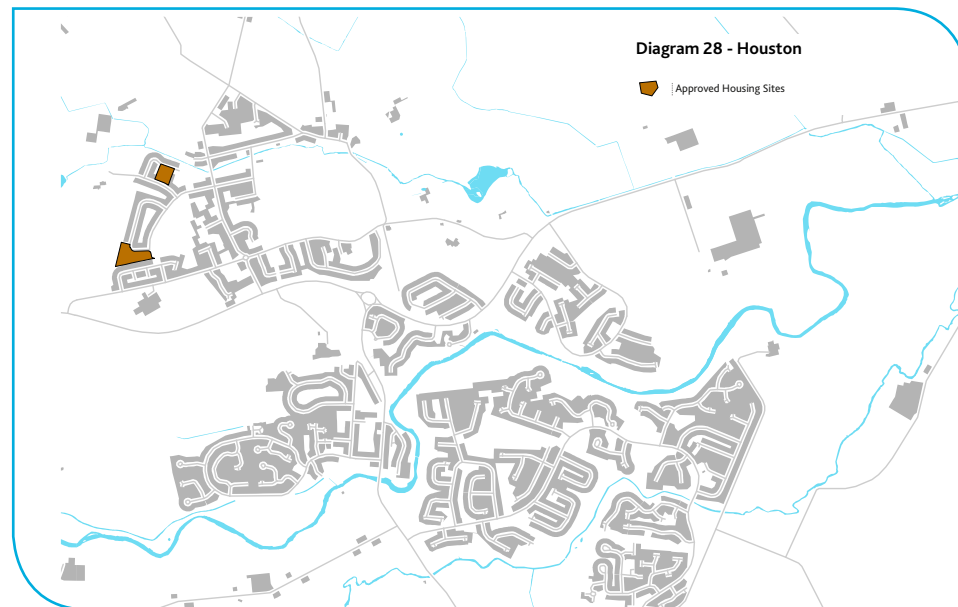
- Lack of affordable housing.
- Poor tenure mix.
- Public transport links.
- No clearly defined village centre.
- Accessibility within the village.
- Main road access.
- No civic facilities.

Opportunities

- Links to Green Network.
- Improvements to open space.
- Enhance the historical village centre.

Threats

- Expansion into Green Belt.



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Howwood

11.11 Howwood lies to the south west of Johnstone. It has developed in the 20th century from a small original core. New housing has expanded the village considerably.

Strengths

- Rural setting.
- Good quality housing.
- Public transport links.
- Link to trunk road.

Weaknesses

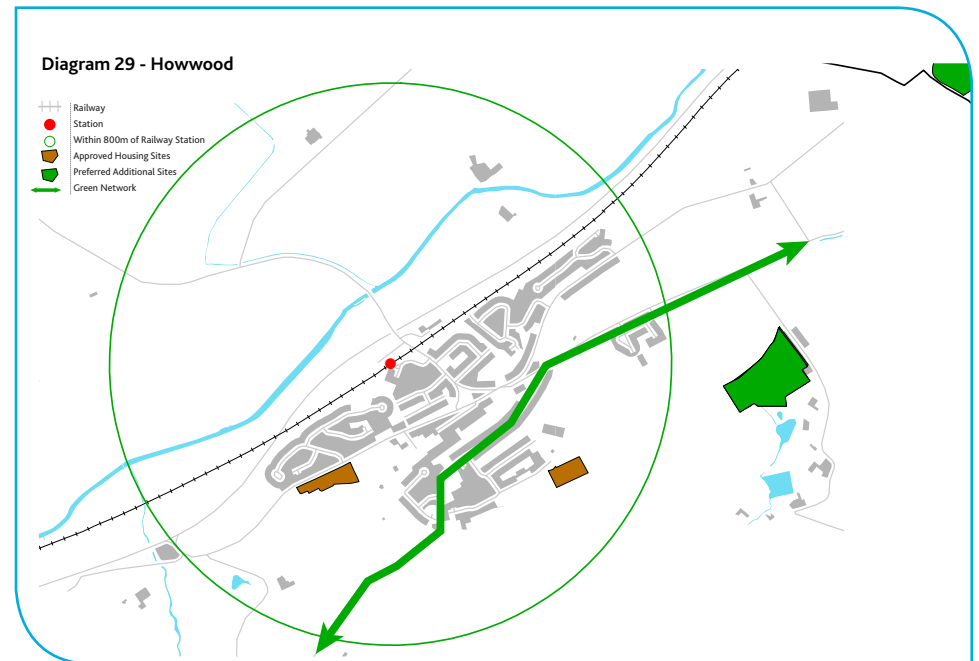
- Lack of affordable housing.
- Poor tenure mix.
- No commercial centre.
- Location of secondary schooling.

Opportunities

- Links to Green Network.

Threats

- Flooding.
- Airport flightpath.



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Inchinnan

11.12 Inchinnan has expanded alongside Erskine. Also has the successful Inchinnan Business Park, now part of the Glasgow Airport Zone SEIL.

Strengths

- Employment opportunities.
- Proximity to, and links with transport network.
- Landscape setting
- Proximity to Erskine and Renfrew.

Weaknesses

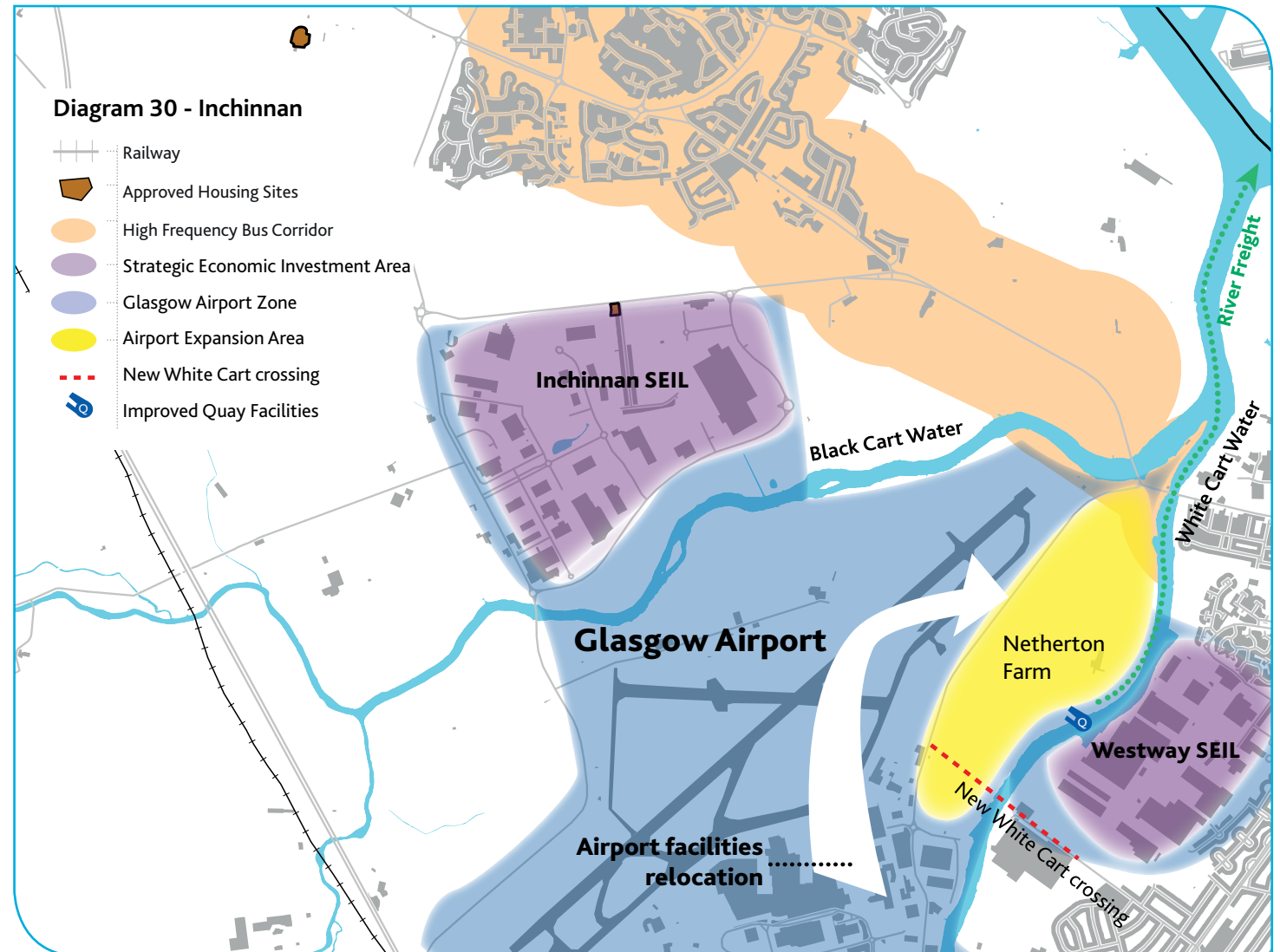
- Lack of connectivity between business area and main settlement.
- No direct private vehicular access to Erskine.
- Scale limits dedicated settlement facilities.

Opportunities

- Inchinnan business park sites.
- Access to Green Network.

Threats

- Expansion into Green Belt.



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Johnstone

11.13 Johnstone is a Royal Burgh that developed rapidly during the nineteenth century Industrial Revolution and again during the 1950's and 1960's to assist in housing Glasgow's overspill. Its town centre serves many of the western villages and gives the town a sense of identity. Well served by public transport. Major investment in a new community sports hub at Johnstone High School will be complete in 2012 with a new town hall complex in the town centre to be developed in 2013/14. The south west of Johnstone has been identified as a Community Growth Area and recent public engagement through a design charrette has developed a range of housing, transport, community and environmental proposals.

Strengths

- Vibrant town centre.
- Good range of community and civic facilities.
- Good walking, cycling and public transport links.
- Availability of residential land.
- Good quality educational facilities.
- Open spaces.

Weaknesses

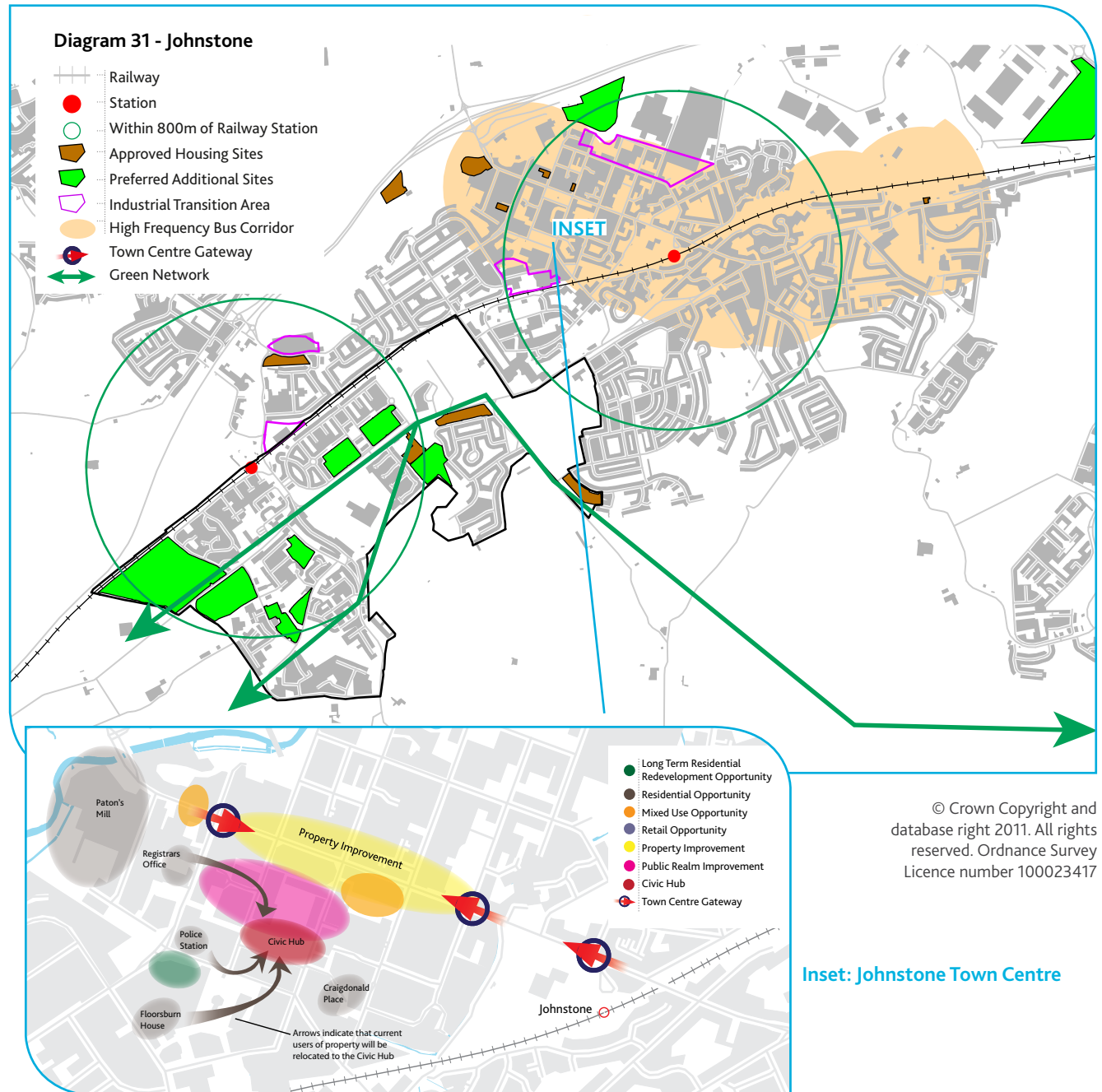
- Tenure mix is limited.
- Variable quality of social rented housing.
- Declining population.
- Limited space at Milliken Park station.

Opportunities

- Community Growth Area.
- Improvements to public realm and gateways to town centre.
- Green Network.
- Civic hub in town centre.
- Milliken Park station park and ride facility.

Threats

- Flooding.
- Potential contamination and undermining.
- Airport flight path.



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Inset: Johnstone Town Centre

Kilbarchan

11.14 Kilbarchan is an ancient village which expanded in the 18th century based on hand weaving industries. Further expansion took place in the 19th century when it was then connected to the railway network. The core of the village is a conservation area. Its role today is mainly as a commuter settlement.

Strengths

- Rural setting.
- Built heritage.
- Public transport.
- Good road connection to trunk road and motorway.
- Good quality open space and links to the Green Network.
- Good road links to neighbouring villages.

Weaknesses

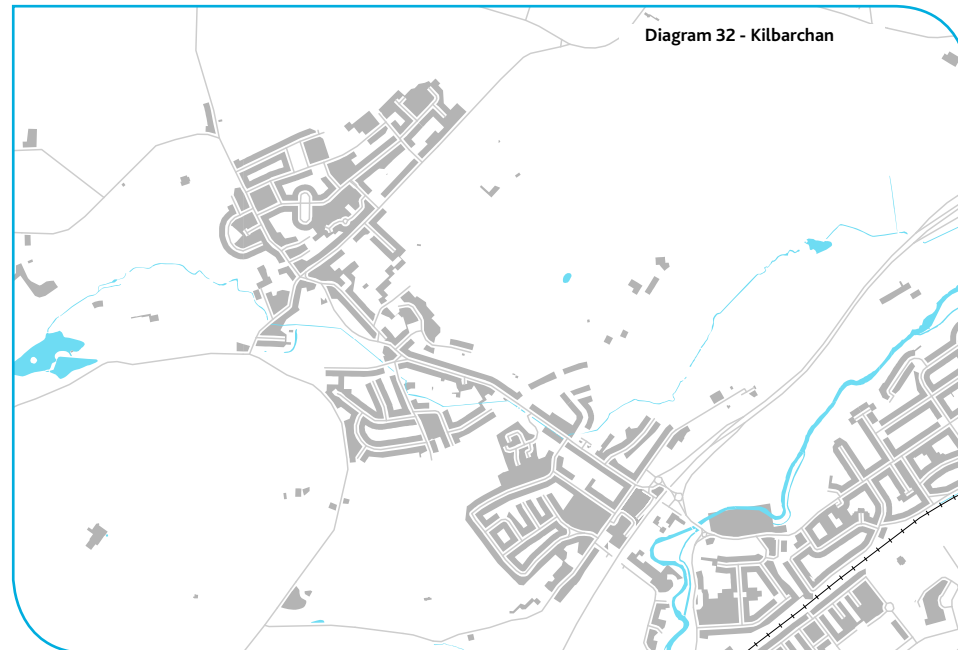
- Tenure mix is limited.
- Linear settlement layout constrains traffic.
- Lack of civic and community facilities.
- Accessibility primary education.
- Lack of convenience shopping.

Opportunities

- Enhance links to Green Network.

Threats

- Flooding.



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Langbank

11.15 Langbank lies on the banks of the Firth of Clyde between Bishopton and Port Glasgow. It developed in the 19th century when a station was built on the Glasgow – Gourrock railway. With that rail connection and the A8 trunk road its function today remains that of a commuter settlement.

Strengths

- Good transport links.
- Rural setting.
- Good quality housing.

Weaknesses

- Poor housing tenure mix.
- Lack of affordable housing.
- Poor accessibility within village.

Opportunities

- Links to green network.

Threats

- Flooding.
- Expansion into Green Belt.



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Linwood

11.16 Linwood expanded rapidly in the 1960s as a result of overspill housing policies and to complement the development of car manufacturing. At its peak in the mid 1970s, the car plant employed 7500 but closed in 1981 and has only been partially redeveloped with the Phoenix retail and business parks. Has no strong character. The town sits adjacent to the A737 which acts as both an important link but also as a barrier from nearby Paisley. The 1970s town centre will be demolished and redeveloped by Tesco. The Council is investing in a new community sports hub for Linwood.

Strengths

- Good links to strategic road network.
- Good range of educational facilities.
- Close proximity to employment opportunities.
- Good public transport – bus links.

Weaknesses

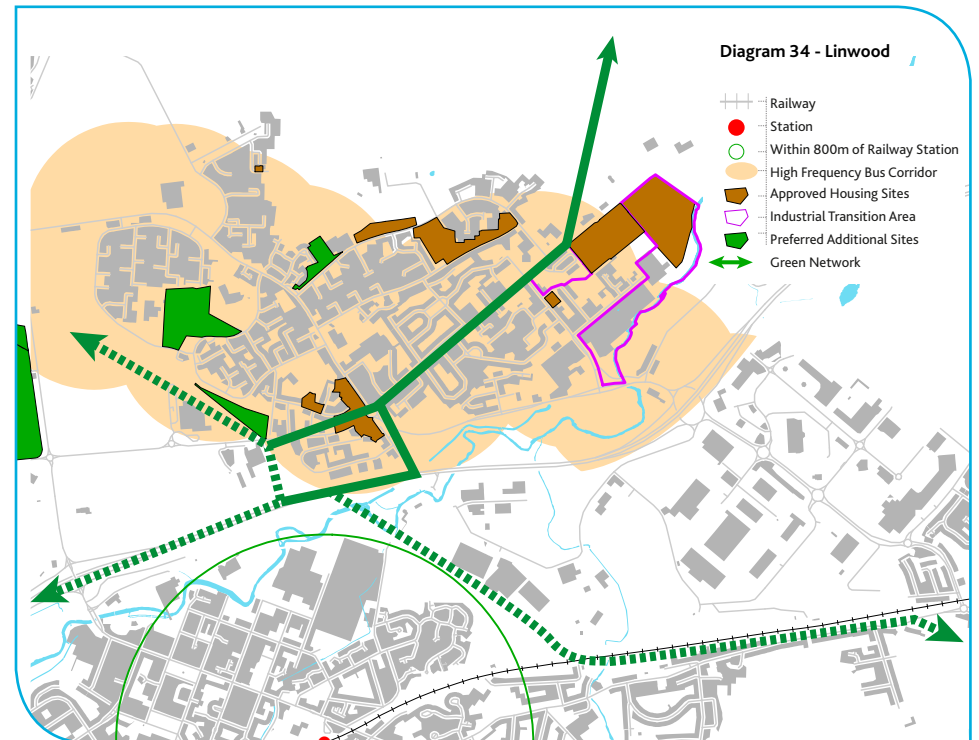
- Poor tenure mix.
- Variable quality of social rented housing.
- Pedestrian links between Linwood and Phoenix.

Opportunities

- New town centre.
- Improvements to existing sports centre.
- Improvement to Green Network links.
- Regeneration of old industrial sites
- Development of Candren area in support of Glasgow Airport SEIL.
- Improve pedestrian links between Linwood and Phoenix.
- Regeneration of housing areas.
- Remediation of contaminated land.

Threats

- Flooding.
- COMAH site.
- Airport flight path restrictions.
- Potential contamination.
- Potential undermining.
- HSE Restrictions.



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Lochwinnoch

11.17 Lochwinnoch is an ancient village that expanded in a planned form in the 18th century. Initially based around cotton and woodworking industries it is now mainly a commuter settlement.

Strengths

- Rural setting
- Public transport links
- Built heritage
- Outdoor recreational facilities
- Green Network links/cycle track
- Established village centre
- Good quality housing
- Self contained and sustaining settlement

Weaknesses

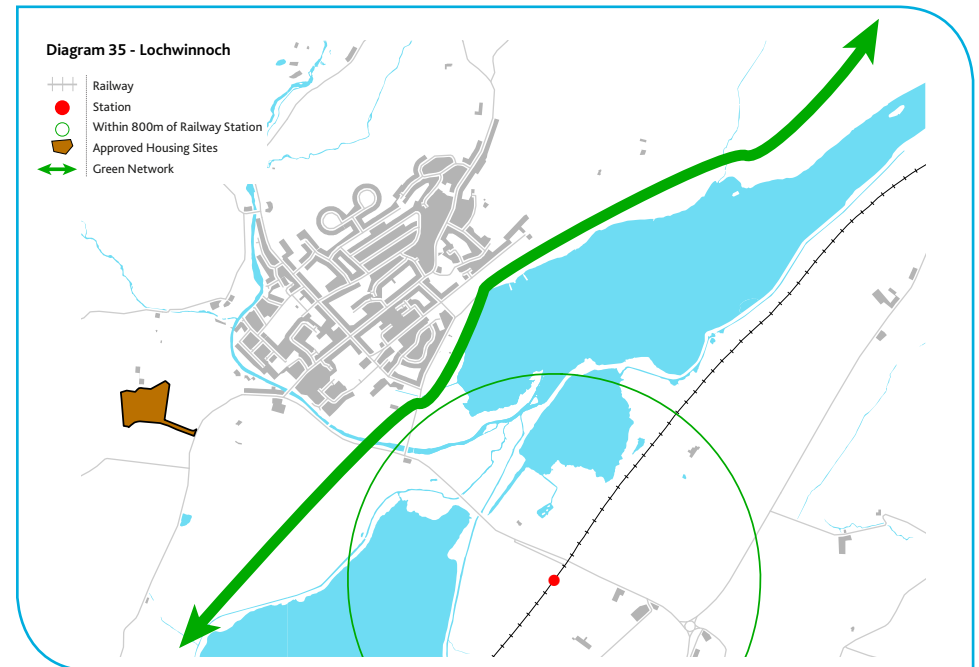
- Accessibility to secondary schools
- Tenure mix

Opportunities

- Employment land
- Leisure and heritage based economic development

Threats

- Flooding
- Expansion into Green Belt
- Declining population

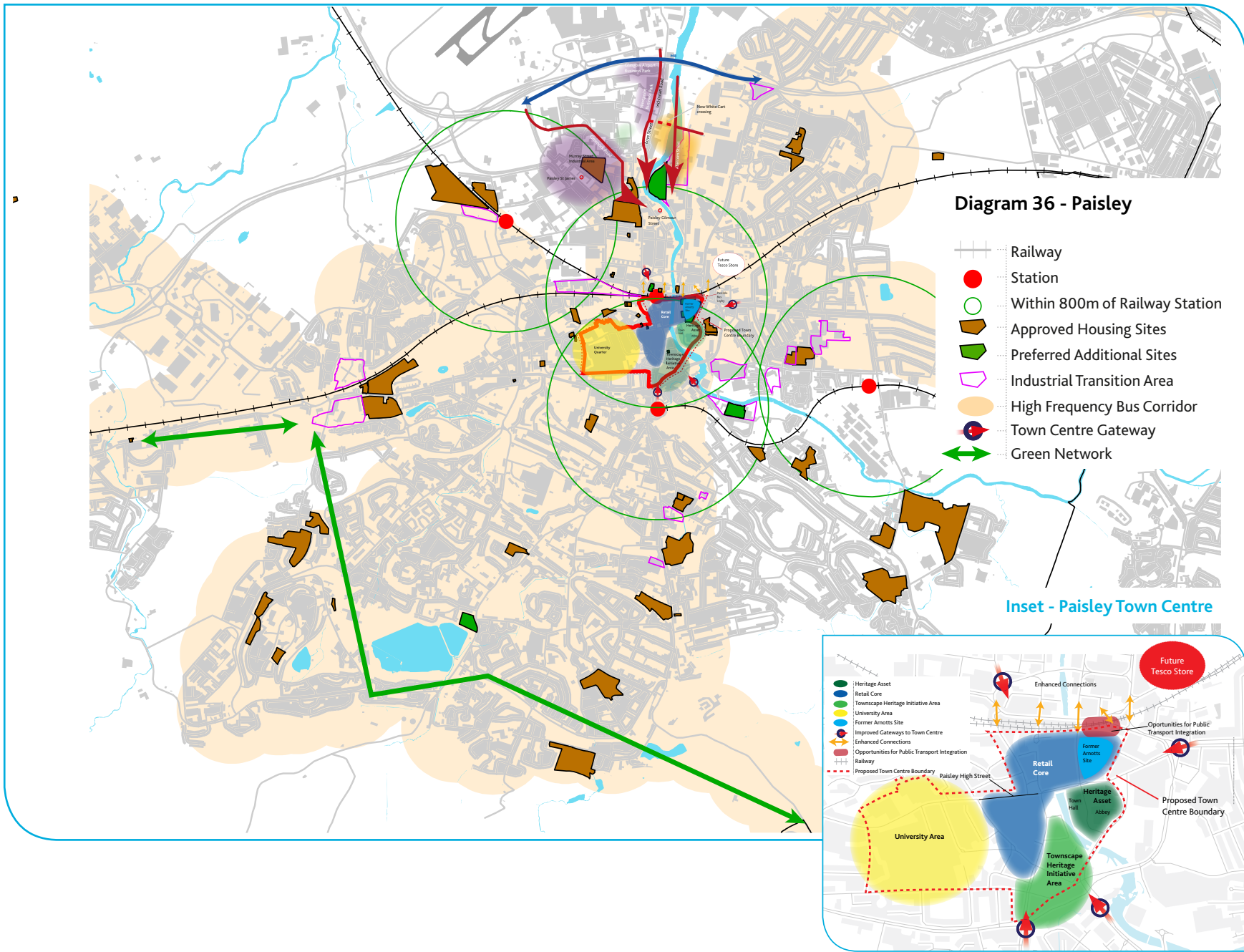


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Paisley

11.18 Paisley is the administrative and cultural centre of Renfrewshire. Service based employment has now taken over from textiles and manufacturing. In or immediately adjacent to the town are Glasgow International Airport, the University of the West of Scotland, Reid Kerr College, a harbour, a major hospital, the M8 motorway and four train stations. Paisley town centre forms the historic core of the town that also boasts a number of fine churches and public buildings. The Council is investing in the development of a new sports hub at the Lagoon Leisure Centre and in the refurbishment of the town hall. For analysis by this report Paisley is split into five sub areas –

Strengths	Weaknesses
<ul style="list-style-type: none"> • Built heritage. • Good transport network. • Public Realm. • Further education establishments. • Proximity to Glasgow Airport. • Civic core of Renfrewshire. 	<ul style="list-style-type: none"> • Circulation within the road network. • Lack of an evening economy. • Range of retail offer. • Public perception. • Quality of 'gateways' to town centre. • Lack of quality office space.
Opportunities	Threats
<ul style="list-style-type: none"> • Improved connectivity to Glasgow Airport. • Diversify retail offer. • Improve connectivity with new developments to north of town centre. • Strengthen the role of the university as a driver for regeneration. • Increase the amount people living in the town centre. • Regeneration of Townscape Heritage Initiative area. • Improve gateways into town centre. • Improve visitor appeal. 	<ul style="list-style-type: none"> • Further contraction of retail. • Housing market.



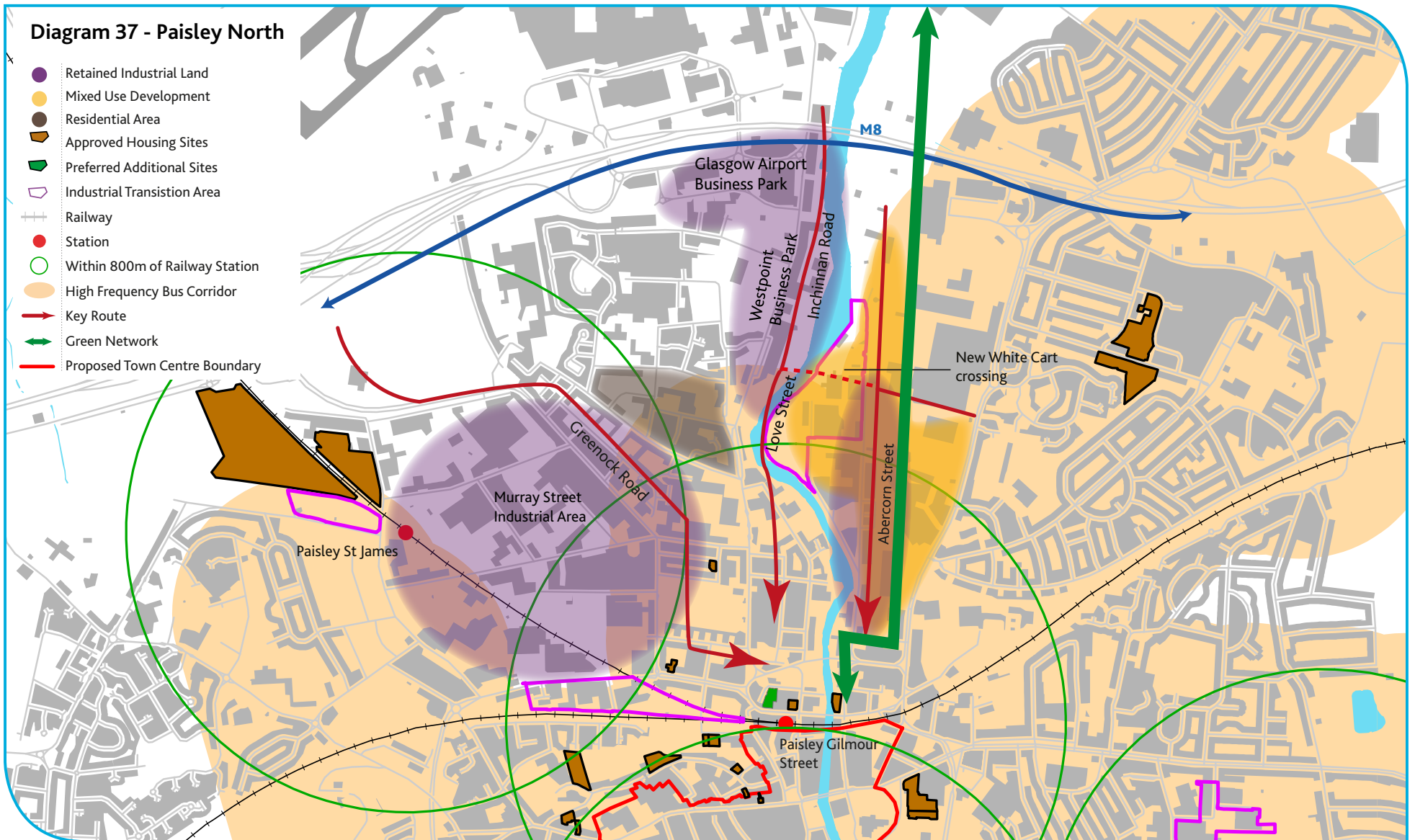
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Paisley North

Strengths	Weaknesses
<ul style="list-style-type: none"> • Proximity to Glasgow Airport. • Area within Glasgow Airport. Zone SEIL. • Good access to employment opportunities. • Access to strategic road network. • Close to employment opportunities. • Reid Kerr College • Good public transport network. • Good access to town centre. 	<ul style="list-style-type: none"> • Limited east-west access (due to river). • Vacant sites. • Quality of the built environment. • Access to residential areas • Lack of housing mix.
Opportunities	Threats
<ul style="list-style-type: none"> • Re-development opportunities for housing and industrial/business uses. • Accommodate ancillary airport uses out with airport campus. • Promote the area to the north of the town centre for business and commerce uses. • Improve connectivity to the town centre. • Improve quality of the environment within Murray Street area. • Improve connectivity with the Airport. • Enhance Green Network along the river. 	<ul style="list-style-type: none"> • Health and Safety Executive safety zones. • Flood risk. • Economic climate. • Stability of the housing market. • Health and Safety Executive Restrictions.

Diagram 37 - Paisley North

- Retained Industrial Land
- Mixed Use Development
- Residential Area
- ▭ Approved Housing Sites
- ▭ Preferred Additional Sites
- ▭ Industrial Transition Area
- +—+— Railway
- Station
- Within 800m of Railway Station
- High Frequency Bus Corridor
- Key Route
- Green Network
- Proposed Town Centre Boundary



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Paisley East

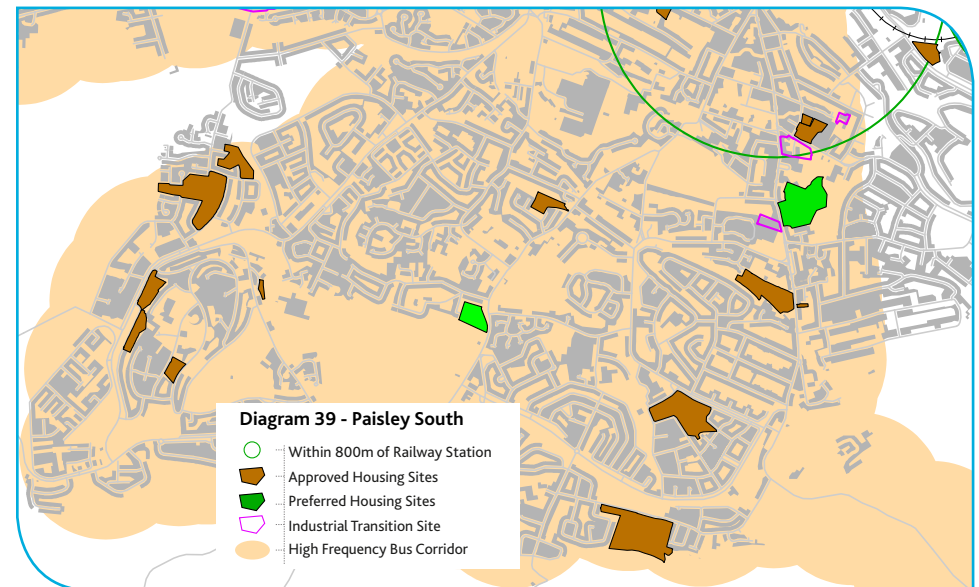
Strengths	Weaknesses
<ul style="list-style-type: none"> • Good mix of housing tenures. • Built heritage. • Good quality housing. • Good townscape character. • Good open space and recreational facilities. • Good access to town centre. • Green Belt and natural setting/Green Network. • Good access to education locations. 	<ul style="list-style-type: none"> • Declining industrial area. • Contracting local retail area. • Poor linkage to motorway network.
Opportunities	Threats
<ul style="list-style-type: none"> • Access to Hawkhead railway station. • Redevelopment sites. • Enhance Green Network. 	<ul style="list-style-type: none"> • Flooding. • Traffic congestion and on street parking. • Encroachment into the Green Belt. • Health and Safety Executive Restrictions.



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Paisley South

Strengths	Weaknesses
<ul style="list-style-type: none"> • Mix of housing. • Access to Green Network. • Access to public transport. • Includes areas of high quality housing. • Royal Alexandra Hospital. 	<ul style="list-style-type: none"> • Lack of local retailing. • Access to strategic road network. • Includes areas of poor quality housing. • Vacant sites along Neilston Road.
Opportunities	Threats
<ul style="list-style-type: none"> • Redevelopment sites. • Improve Green Network links east. 	<ul style="list-style-type: none"> • Stability of housing market. • Availability of funding for social housing. • Flooding.



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Paisley West

Strengths

- Close proximity to town centre, Airport, University.
- Good public transport links.
- Built heritage (in part).
- Close to employment opportunities.
- Built heritage at Castlehead and Thornly Park.

Weaknesses

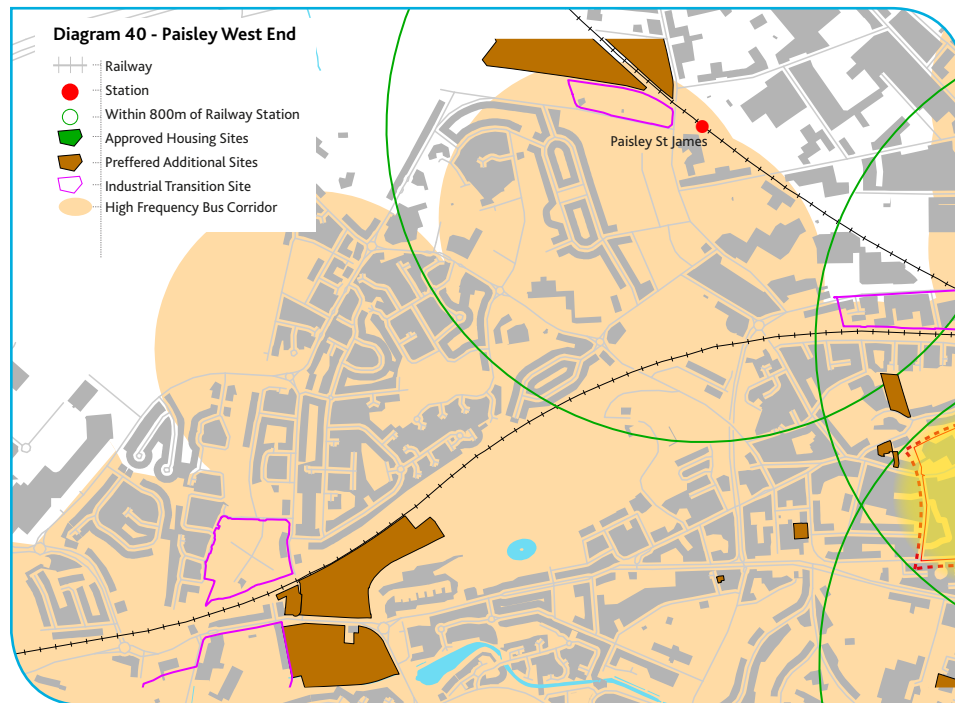
- Quality of built environment within areas of the West End.
- Decline in local retailing.
- Congestion along Neilston Road.

Opportunities

- Redevelopment sites.
- Improvement of housing stock including student accommodation
- Improvement of links to Green Network.

Threats

- Availability of funding for improvements to built fabric and new build social housing.
- Decline in housing market.

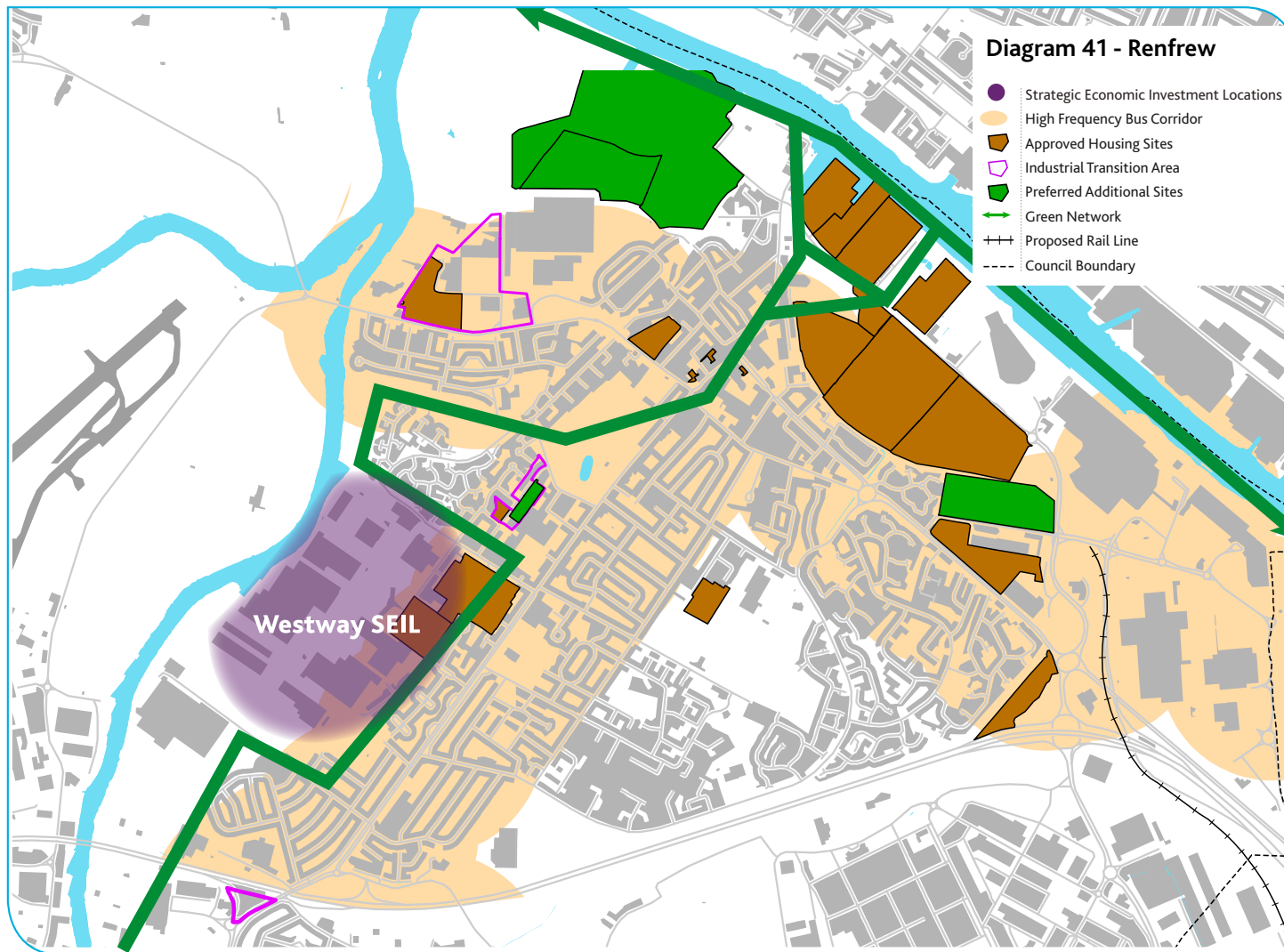


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Renfrew

11.19 Renfrew is a Royal Burgh with a historic centre around the crossroads of High Street and Hairst Street that remains the main centre for the community. Significant engineering employers have reduced but a number of key businesses are still located in the town. Has become an attractive location for commuters. The development of Braehead and the regeneration of the King's Inch riverfront is bringing significant new investment to Renfrewshire. The Council is investing in the refurbishment of the historic town hall and in the development of a new community sports hub.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Vibrant town centre. • High quality public realm. • Good mix of housing tenure, style and quantity of housing. • Employment opportunities within Renfrew and in close proximity (Hillington etc.). • River front location. • Transportation links, particularly to M8 and proximity to airport. • Community and civic facilities. • Education and training facilities. 	<ul style="list-style-type: none"> • Existing links to the west. • Incomplete walkway along the River Clyde and Black Cart. • Renfrew is physically constrained for expansion by rivers, M8 etc. • Number of vacant sites. • Retail offer within Blythswood Retail Park. • Quality of social rented housing.
Opportunities	Threats
<ul style="list-style-type: none"> • Improve connectivity to Braehead. • Potential for further housing development. • Redevelopment sites. • River front location. • Strengthen links to Green Network. • Strengthen links with Glasgow Airport SEIL. • Redevelopment of Blythswood area • Improve public transport links. • Improve linkages across the River Clyde. 	<ul style="list-style-type: none"> • Potential flood risk. • Potentially contaminated land. • Housing market. • Airport flight path restrictions. • Health and Safety Executive restrictions.



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Question 8a
Do you agree with the issues identified in the MIR?

Question 8b
Are there any issues that you consider are missing for the MIR?

Question 8c
Do you have any other comments on the MIR?

|12| Next Steps

To give as many people as possible the opportunity to get involved and make comment, the consultation period for the Main Issues Report, Strategic Environmental Assessment and accompanying background papers will run for 12 weeks from **5 December 2011 to 24 February 2012.**

How to Respond

Comments can be made via the Council's consultation portal on the Planning and Building Standards page at: www.renfrewshire.gov.uk

By email to: localplanconsultation@renfrewshire.gov.uk

Or in writing to:
Director of Planning and Transport
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1LL

The consultation period will close at 5.00pm, on Friday 24 February 2012.

Question 1 (a) Do you agree that the assessment set out in this document of Renfrewshire characteristics, forms an appropriate basis for the LDP to consider?

Question 1 (b) If not, what should the LDP consider and why?

Question 2 (a) Do you agree that the objectives set out in this document are the correct ones for the Renfrewshire LDP?

Question 2 (b) If not, what changes do you think should be made and why?

Question 3

In considering the Renfrewshire economy, are the preferred strategies outlined in this document correct or should the suggested alternative be pursued? Should another strategy be pursued and if so what?

- A. Glasgow Airport Zone
- B. Cart Corridor/Paisley Harbour/Murray Street
- C. Hillington
- D. Erskine Riverside
- E. Waste management
- F. Local industrial sites (IB9)

Question 4

In considering the provision of future housing in Renfrewshire is the preferred strategy correct or should one of the suggested alternatives be pursued? Should another strategy be pursued and if so what?

Question 5

In considering Renfrewshire town centres are the preferred strategies for the Pasiley, Braehead, Johnstone and Erskine correct or should the suggested alternative(s) be pursued? Should another strategy be pursued and if so what?

Question 6

In considering Renfrewshire's environment are the preferred strategies for the following topics correct or should the suggested alternative(s) be pursued? Should another strategy be pursued and if so what?

- A. Green Network
- B. Vacant and Derelict Land

Question 7

In considering the integration of transport and planning policy in Renfrewshire is the preferred strategy correct or should one of the suggested alternatives be pursued? Should another strategy be pursued and if so what?

Question 8a

Do you agree with the issues identified in the MIR?

Question 8b

Are there any issues that you consider are missing for the MIR?

Question 8c

Do you have any other comments on the MIR?

Background Papers

- Renfrewshire Housing Land Audit
- Renfrewshire Industrial and Business Land Supply
- Renfrewshire Vacant and Derelict Land Supply
- Renfrewshire Green Belt Monitoring Report
- Renfrewshire State of Environment Report
- Renfrewshire Local Housing Strategy
- Renfrewshire Core Paths Plan
- Renfrewshire Open Space Audit
- Renfrewshire Green Network Opportunities Mapping
- Renfrewshire Annual Retail Survey
- Renfrewshire Transport Paper
- Outputs of Transport/Land Use Modelling
- Johnstone South West Design Study
- Green Networks Integrated Urban Infrastructure
- Johnstone South West, Surface Water Management Strategy
- Renfrewshire Site Assessments
- Renfrewshire Strategic Flood Risk Assessment
- Equality Impact Assessment
- Renfrewshire LDP Landscape Assessments
- Site Assessments - Strategic Environmental Assessment

Glossary

Active Travel: Travel modes which have a focus on physical activity such as walking and cycling.

Adaption: Relates to the ability of systems to adjust to climate change, to moderate the damage of climate change, or to cope with its consequences.

Affordable Housing: Housing that is affordable to people on modest incomes. Housing which is made available at a cost below full market value to meet an identified need.

Affordable Housing Investment Programme (AHIP): The programme provided grants to registered social landlords to build homes for rent and low cost home ownership, but also provided grants and assistance to Councils for social housing.

Alternative Strategies: The different ways of achieving the plan. They may be referred to as options.

Biodiversity: The variety of life on earth at all levels: plants animals, species and genes and the ecological processes that support them.

Brownfield Land: Land which has previously been developed. The term may include vacant or derelict land, infill land or land occupied by redundant or unused buildings. A site within the settlement boundary where an intensification of use is suitable may also be brownfield land.

Building Better Communities (BBC): Renfrewshire Council are investing £103 million in a programme of improving schools, sports, social care and community facilities in Renfrewshire's communities.

Carbon Emissions: Carbon emissions are what are given off every time fossil fuels are burnt such as gas, coal or oil. Carbon dioxide is released into the atmosphere, which is causing an increase in the planet's temperature and therefore causing global warming.

Combined Heat and Power (CHP): Combined Heat and Power is a system that involves the recovery of waste energy in order to produce electricity and thermal energy in a single integrated structure.

Community Growth Areas (CGA): Areas identified in the Glasgow and the Clyde Valley Structure Plan as areas for urban growth. Two CGAs were identified within Renfrewshire at Bishopston to accommodate 2500 new homes plus other associated uses and 500 new residential units to the south west of Johnstone.

Convenience Retailing: Broadly defined as food shopping that is purchased regularly for consumption.

Demography: A statistical study of the size, structure and distribution of population and changes in relations to births, deaths, ageing and migration.

Density: The intensity of development in a given area.

Effective Housing Supply: The part of the housing land supply which is free, or expected to be free of development constraints within the plan period.

Energy from waste (EfW): The process of creating energy in the form of electricity, or heat from incineration of waste.

Environmental Impact Assessment (EIA): A tool for integrating environmental considerations into decision making and assessing the significant environmental effects.

Environmental Report (ER): Document required by the SEA Directive [Directive 2001/42/EEC on the assessment of the effects of certain plans and programmes on the environment as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme and reasonable alternatives. Section 14 and Schedule 3 of the Environmental Assessment (Scotland) Act 2005 sets out the information required in an Environmental Report.

Examination: If representations have been made to the planning authority about the plan and any matters of dispute have not been resolved, the planning authority must submit the plan to the Scottish Ministers for its formal examination. Ministers will appoint a person, or persons (normally Scottish Government Reporters), to carry out the examination. The arrangements for the examination are made by the Directorate for Planning and Environmental Appeals.

Flood Risk: The combination of the probability of a flood and the potential adverse consequences associated with a flood for human health, the environment, cultural heritage and economic activity.

Greenhouse Gas Emissions: Gases occurring naturally in the atmosphere which keep the Earth at a temperature suitable for life by trapping energy from the Sun: the 'greenhouse' effect. The six main gases with a direct greenhouse effect are: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydro fluorocarbons (HFCs), per fluorocarbons (PFCs) and sulphur hexafluoride (SF₆). Emissions from human activities are increasing the concentrations of several of these gases, causing global warming and climate change.

Green Belt: The land around an urban area with the following purposes:

- To check unrestricted sprawl of large built up areas;
- To prevent neighbouring towns from merging;
- To safeguard the countryside from urban encroachment;
- To preserve the setting and special character of historic towns;
- To assist in urban regeneration by encouraging the reuse and recycling of derelict urban land.

Green Network: The system of joining up green spaces and open spaces within an area and ensuring connections with other land uses.

Greenfield land: Land which has never been previously developed or land associated with agriculture, forestry, environmental purposes or outdoor recreation.

Health and Safety Executive (HSE): It is a national independent watchdog for work-related health and safety issues acting in the public interest.

Homes for Scotland (HFS): The representative organisation of the Scottish House building industry.

Housing Land Audit (HLA): The annual appraisal of the mid-year established supply of land for housing which concentrates on agreeing the first five years effective supply. Discussions are based upon the housing land returns and the results of the annual developers' intentions survey and take place between representatives of the house builders, Homes for Scotland and Renfrewshire Council.

Housing Needs and Demand Assessment (HNDA): In 2008 the Scottish Government introduced a new approach to planning for housing. Both planning and housing representatives are required to work together to produce an assessment identifying future housing requirements across all tenures that will inform Local Housing Strategies and Local Development Plans

Industrial Transition Zones: Areas identified in the current Renfrewshire Local Plan that are no longer required for industrial purposes and would be suitable for a change of land use that was compatible with the surrounding area.

Legacy Sites: Sites included in the previous Renfrewshire Local Plan that are as yet undeveloped and which have been reassessed to determine their continued inclusion in the new LDP.

Listed Buildings: A building of special historical or architectural interest. Listed buildings are graded from A to C. Listing can include the interior and exterior of the building and any buildings or permanent structures such as walls.

Local Development Plan (LDP): The more detailed layer of the Development Plan system in Scotland.

Local Housing Strategy (LHS): Local authorities are required by legislation to undertake a comprehensive assessment of housing needs and conditions and produce strategies to tackle housing problems in the area.

Low Carbon: A process or an activity which seeks to minimise the use of carbon fuels aiming to reduce carbon dioxide and greenhouse gas emissions into the atmosphere.

Main Issues Report (MIR): Sets out the general proposals for the future development of the area, where development should and should not occur. It is not a draft plan. It outlines the Council's general proposals for development along with a number of alternatives to these proposals.

Marketable Industrial Land Supply: The marketable industrial and business land supply is made up of sites which are defined as:

- 1. Designated for industrial, business and storage or distribution purposes in a development plan (including sites agreed in principle but not yet allocated in a development plan);
- 2 (i) fully serviced or where site servicing could be provided at short notice and where there is no significant obstacle to development. Such land should be available within one year; or
- 2 (ii) not yet serviced but where there is no insurmountable constraint on servicing capability or other obstacle to development (i.e. potentially marketable). Such land will be available within 1-5 years or could be made available within 1-5 years; and
- 3. Connected to the motorway and trunk road/rail network with access existing or easy to arrange, in a location which allows for good access by sustainable modes of transport; and,
- 4. Will normally be capable of accommodating a broad range of development without significant adverse environmental impact.

Mitigation: Measures to avoid, reduce or offset significant adverse effects on the environment.

Monitoring Statement (MS): Sets out the evidence gathered from assessing the changes in the physical, economic, social and environmental characteristics of the area, the impact of existing policies and proposals, providing an understanding of what needs to be identified in the area.

National Planning Framework 2 (NPF2):

The spatial strategy for Scotland's future over the next 20 years; guiding development, setting out strategic development priorities to support the Scottish Government's central purpose of sustainable economic development. It identifies strategic infrastructure needs to ensure that each part of the country can develop to its full potential.

Proposed Plan (PP): Following analysis and consideration of the comments raised through the MIR consultation, the Proposed Plan will present the policies and proposals which will represent the Council's view of what will be included within the final adopted LDP.

Renewable Energy: Electricity produced without using fossil fuels, such as coal, gas and oil. Most commonly refers to wind power, hydro-electric and bio-mass schemes.

River Basin Management Planning

(RBMP): Is lead by the Scottish Environment Protection Agency which promotes sustainable water use with an aim to protect and improve the water environment. The overall aim is to ensure that 98% of all Scotland's waters will be in a good condition by 2027.

Scottish Planning Policy (SPP): The Scottish Government's planning policy on nationally important land use planning matters.

Single Outcome Agreement (SOA):

The Single Outcome Agreement (SOA) is an agreement between the Community Planning Partnership (CPP) and the Scottish Government on the Outcomes which are collectively desired to achieve. It includes an Action Plan to demonstrate how it will achieve these Outcomes on the ground, and a set of performance Indicators to measure progress over time.

Strategic Development Plan (SDP):

The SDP is prepared by the Glasgow and the Clyde Valley Strategic Development Planning Authority with input from its eight constituent local authorities, including Renfrewshire. The SDP sets out the long term development strategy for the next 20 years providing a strategic context for LDPs.

Strategic Environmental Assessment

(SEA): A process for identifying and assessing the significant environmental effects of strategy, plan or programmes so that they can be taken into account before the plan is approved or adopted.

State of Environment Report: Establishes current baseline data necessary to characterise the environment. It enables measurement of the effects and impacts of proposals and policies identified in the LDP process.

Strategic Economic Investment Locations:

These are the key locations for inward investment identified in the Glasgow and the Clyde Valley Strategic Development Plan.

Strategic Transport Projects Review

(STPR): A Scottish Government review of the national transport network to define where the most appropriate strategic infrastructure investment will be focused for the next 20 years.

Suggestions for Land Use Change: An exercise carried out to gauge what interest there is in development within Renfrewshire.

Supplementary Planning Guidance (SPG):

Detailed guidance which supplements the policies and proposals set out in the Local Development Plan. SPG forms part of the LDP and there is a requirement to consult on the detail contained within SPGs.

Sustainable Development: The Scottish Government supports the five guiding principles of sustainable development set out in the UK shared framework for sustainable development. The five principles are:

- living within environmental limits,
- ensuring a strong, healthy and just society,
- achieving a sustainable economy,
- promoting good governance, and
- using sound science responsibly.

Sustainable Economic Growth: The Government's Economic Strategy defines sustainable economic growth as building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too.

Temporary Greening: The temporary greening of land that is awaiting development in order to avoid leaving land lying vacant, and to improve the attractiveness of the land for the local community.

Water Framework Directive (WFD): is a substantial European directive that is changing the way that the water environment is managed across Europe through tighter water regulations with the aim of improving the ecological quality of water bodies. The focus is on ensuring that all water bodies reach 'good ecological status' by 2015.

Urban Capacity Study: An assessment of the potential contribution to the housing land supply of all the possible sources of housing land.

Zero Waste Plan (ZWP): Scotland's Zero Waste Plan sets out the Scottish Government's vision for a zero waste society. This vision describes a Scotland where all waste is seen as a resource; Waste is minimised; valuable resources are not disposed of in landfills, and most waste is sorted, leaving only limited amounts to be treated.

If you would like information in another language or format please ask us.

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