

**Renfrewshire Local Development Plan Examination
Report to Renfrewshire Council – 2014
Recommendations by Issue Number**

ISSUE	REPORTER'S RECOMMENDATION	REPORT PAGE NO
1. Spatial Strategy	<p>That the second and third criteria in the shaded box on page 6 of the proposed plan be replaced by:</p> <ul style="list-style-type: none"> • The design of new development is demonstrated to benefit the area by following the principles of 'Designing Places'. 	3
2. Economic Strategy, Policy E1 - Renfrewshire's Economic Investment Locations and Figure 6	<p>That the proposed plan be modified as follows</p> <ol style="list-style-type: none"> 1. Add to the end of the first paragraph of the Renfrewshire Economic Infrastructure Location's section on Pg 8: <i>Opportunities to improve existing key infrastructure will be supported where appropriate.</i> 2. Under the heading Role and Function for Hillington change the text to read: <i>Key strategic business park adjacent to M8.</i> 3. Under the heading Challenges/Opportunities for Hillington add: <i>The park provides a range of opportunities to provide premises at differing scales and for a wide range of businesses.</i> 	13
3. Policy E2 – Glasgow Airport Zone and Figure 5 – Renfrewshire's Economic Investment Locations	<p>That policy E2 of the proposed plan be modified by removing the words <i>Hillington / Renfrew North</i> after <i>Linwood</i> and by adding the word <i>and</i> before <i>Linwood</i>.</p>	19

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<p>4. Policy E3 and Figure 9</p>	<p>I recommend that the following modifications be made:</p> <ol style="list-style-type: none"> 1. Add the words “waste management” between the words “business” and “and” in the column headed “Acceptable uses within Transition Area” in relation to Meadowside Street/Blythswood Area/Normandy Hotel, Renfrew on page 13 of the plan. 2. Delete the words “(retail uses would not be acceptable)” in the column headed “Acceptable uses within Transition Area” in relation to Old Glasgow Road, Braehead on page 13 of the plan. 	<p style="text-align: center;">21</p>
<p>5. Alternative Renfrewshire Economic Investment Locations (REIL's)</p>	<p>No modifications.</p>	<p style="text-align: center;">28</p>
<p>6. Policy C1 – Renfrewshire’s Network of Centres, Figure 11 and Proposed Retail Sites in Bridge of Weir</p>	<ol style="list-style-type: none"> 1. The boundary of Paisley East End Local Service Centre on Proposals Map E should be changed to include the Tesco Store and associated car park in East Lane and this area should be included within the area covered by Policy C1 (LSC). 2. The first bullet point of the Programme of Delivery on page 21 should be replaced with the following bullet point: <p style="text-align: center;">“Work in partnership to develop a Centre Strategy for each centre to strengthen the role,</p> 	<p style="text-align: center;">32</p>

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	<p style="text-align: center;">function and diversification of uses within Renfrewshire’s Network of Centres”.</p> <p>3. All reference to “Retail Warehouse Parks” as a designation within the Network of Centres in the proposed local development plan, including on the Proposals Maps, should be replaced with the term “Commercial Centres”.</p> <p>4. On Figure 11 on page 18, under the Bridge of Weir Local Service Centre, the paragraph under “Challenges and Opportunities” should be replaced with the following paragraph:</p> <p>“Improvements in public realm as well as development of gap sites with appropriate uses to strengthen the quality of the centre’s environment. Opportunity to strengthen local convenience retail offer within the village.”</p>	
<p>7. Policy C2 – Development Out with the Network of Centres</p>	<p>No modifications.</p>	<p>46</p>
<p>8. Braehead</p>	<p>The plan should be modified as follows:</p> <p>1. In the narrative on page 16:</p> <p>(a) under Strategic Centres, on the second line</p>	<p>48</p>

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	<p>delete "Town"</p> <p>(b) under Clyde Riverside – Braehead, Renfrew, Erskine, Bishopton, replace the first paragraph with the following:</p> <p style="padding-left: 40px;">“Braehead is identified in both the SDP and the LDP as a Strategic Centre. The SDP seeks the development of a masterplan for the regeneration of the centre and wider area as Braehead is central to the Clyde Waterfront regeneration initiative and the emerging community of Renfrew North. The council may allow further retail development at Braehead but the LDP will only support such expansion where it furthers the development of a town centre character at Braehead, where there is evidence of a qualitative or quantitative need and if there are no suitable sites in Glasgow City Centre or Paisley town centre. There is a need for Braehead as a place to develop a town centre rather than shopping mall character and this must have a bearing on all proposals that emerge in the future.”</p> <p>(c) under Clyde Riverside – Braehead, Renfrew, Erskine, Bishopton, in the fourth paragraph replace the</p>	
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	<p>final sentence with the following:</p> <p style="padding-left: 40px;">“There is a need for Braehead to develop the character of a town centre.”</p> <p>2. In the narrative on page 17, under Retail Warehouse Parks (to be changed to Commercial Centres) – Linwood, Phoenix, Abbotsinch Retail Park, Braehead Retail Park, in the second paragraph, second line, insert “Centres” after “Strategic”.</p> <p>3. In Figure 11 – Renfrewshire Network of Centres Role & Function:</p> <p style="padding-left: 40px;">(a) under “Strategic Centres” after “Braehead”, delete “Town Centre”</p> <p style="padding-left: 40px;">(b) under “Strategic Centres” in the third column “Challenges/Opportunities”, against “Braehead” replace the existing paragraph with the following:</p> <p style="padding-left: 80px;">“To develop a town centre character, creating a sense of place and increasing connectivity between Braehead and Renfrew while developing a hub for public transport. Significant opportunity for development of town centre uses that will continue to stimulate and complete the wider Clyde Waterfront regeneration, subject to the sequential approach and acceptable retail impact in relation to</p>	
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	<p style="text-align: center;">Glasgow City Centre and Paisley Town Centre.”</p> <p>(c) under “Retail Warehouse Parks” (to be changed to “Commercial Centres”) in the third column “Challenges/Opportunities” against “Braehead Retail Park”, in the first line delete “Town” and replace with “Strategic”.</p> <p>4. In Figure 12 – Braehead, in the Key:</p> <p>(a) in Proposed Town Centre Expansion, Long Term Town Centre Expansion and Town Centre Boundary, delete “Town” and replace with “Strategic”.</p> <p>(b) against both Proposed Strategic Centre Expansion, Long Term Strategic Centre Expansion insert and asterisk.</p> <p>(c) at the foot of the Key insert an asterisk against which add “subject to the sequential approach and satisfactory retail impact in relation to Glasgow City Centre and Paisley Town Centre”.</p> <p>5. In Figure 12 – Braehead:</p> <p>(a) in the location of the Travel Lodge, replace the purple “Business/Commercial Use” shading with a different colour to indicate the existing hotel use and add this colour and the appropriate label to the Key.</p>
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	<p>6. In Policy C1 add at the end of the policy:</p> <p style="padding-left: 40px;">“and bearing in mind the pre-eminence of Glasgow City Centre as identified in the Glasgow and Clyde Valley Strategic Development Plan Strategy Support Measure 11”.</p> <p>7. In Policy C2:</p> <p>(a) replace the first bullet point with the following:</p> <p style="padding-left: 40px;">“Provide clear justification as to why sites within the network of centre and Glasgow City Centre have been discounted, demonstrating a sequential approach has been undertaken to site selection”.</p> <p>(b) add at the end of the second bullet point:</p> <p style="padding-left: 40px;">“and Glasgow City Centre”.</p> <p>(c) add at the end of the fourth bullet point:</p> <p style="padding-left: 40px;">“or Glasgow City Centre”.</p>	
<p>9. Policy I1 - Connecting Places</p>	<p>No modifications.</p>	<p style="text-align: right;">73</p>
<p>10. Policy I1 Potential Transport Improvements</p>	<p>1. On page 12 of the proposed plan, in the key at the</p>	<p style="text-align: right;">75</p>

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	<p>bottom right hand corner of Figure 8, add after “3 Indicative road link between Inchinnan Road and Renfrew Road” the following in brackets:</p> <p style="text-align: center;">(subject to a Strategic Transport Appraisal Guidance (STAG) assessment).</p> <p>2. The possibility of the reinstatement of the line from Elderslie to Paisley Canal and its identification as a project in the in the text of the 2009 Strategic Transport Projects Review should be mentioned in the text of the Infrastructure section of the proposed plan on pages 22 or 23.</p> <p>3. An additional bullet point should be added to Policy I3 to read:</p> <p>Surface access enhancements at Glasgow Airport.</p>	
<p>11. Policy I4 - Fastlink</p>	<p>1. The airport surface access enhancements shown in Figure 7 should be widened to take account of possible Fastlink access or connection to the Fastlink route to/from the airport and Figure 7 should be altered accordingly.</p>	<p>80</p>
<p>12. Policy I5 - Flooding and Drainage</p>	<p>I recommend that the following modifications be made:</p> <p>Amend Policy I5 by (1) deleting the words “will require to demonstrate that it will promote” and substituting the</p>	<p>84</p>

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	words “should avoid areas susceptible to flooding and is required to demonstrate promotion of” and (2) adding the words “and be supported by an assessment of flood risk when deemed necessary” after the words “New Development SG”.	
13. Policy I6 - Renewable and Low Carbon Energy Developments	<p>I recommend that the following modifications to Policy I6 be made:</p> <ol style="list-style-type: none"> 1. Delete the last line of the wording of Policy I6 and substitute “Any development will require to comply with the above criteria as well as the criteria set out in the council’s New Development SG.” 2. Add new criterion to Policy I6 as undernoted: “outdoor sport and recreation interests”. 	87
14. Policy I7 Low Carbon Developments	<p>I recommend that the following modification to Policy I7 be made:</p> <p>Add the words “or setting out the reasons why it is neither practical not viable to meet the requirement in part or in full” after the word “met” at the end of Policy I7.</p>	93
15. Policy I8 - Waste Management	<ol style="list-style-type: none"> 1. The fourth bullet point of policy I8 – Waste Management should be replaced with the following: 	96

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	Be located on or adjacent to land previously licensed for waste management processes without impact upon amenity or operation of other uses or on land designated for Renfrewshire's Economic Investment Locations or Transition Areas, subject to site specific considerations;	
16 . Policy P1 – Renfrewshire’s Places	Modify Policy P1 by removing the words ‘impact on’ and replacing them with the words ‘harm to’.	99
17. Policy P2 – Housing Land Supply	<p>1. On page 26, under the heading ‘Additional Housing Sites’, remove the first sentence of the second paragraph (which begins ‘By identifying...’).</p> <p>2. On page 27 under the heading ‘Housing Land Requirement’, replace the second paragraph with the following:</p> <p>‘The council recognises that a five year effective supply of land for housing, as set out in Scottish Planning Policy, will not be provided at the start of the plan period. The council will investigate the potential for further release of land and prepare supplementary guidance to ensure an effective and generous supply. The land supply will be monitored through annual housing land audits and where the 5-year supply is not being</p>	105

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	<p style="text-align: center;">maintained, further land release will be considered against the detailed criteria set out in that supplementary guidance.’</p> <p>3. Include the affordable housing targets as a separate column in table 1 on page 27.</p> <p>4. Provide up to date figures for table 3 on page 27 as supplied to the examination.</p> <p>5. Adjust the figures in table 4 (on page 27) and Schedule 2 (on page 30) to include allocations recommended in issues relating to specific sites and to delete the contribution estimated for the Paisley South Expansion Area.</p> <p>6. Modify Policy P2 – Housing Land Supply by adding the following:</p> <p style="padding-left: 40px;">‘The council will prepare supplementary guidance within 1 year of adoption of this plan to include a detailed framework to guide the release of additional housing land where a 5-year supply of effective housing land is not being maintained. This guidance should be subject to annual monitoring and review. The council will grant planning permission in accordance with the detailed guidance, provided that:</p> <ul style="list-style-type: none"> • the site is shown to be effective and can be delivered to address the identified shortfall; • it will not undermine the spatial strategy of
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	<p>the plan; and</p> <ul style="list-style-type: none"> • its design would comply with the criteria for implementing the spatial strategy on page 6 of this plan and the council’s New Development SG.’ 	
18. Policy P3 – Additional Housing Sites	<p>1. Delete Proposal 3 – Additional Housing Sites – Greenfield from the proposed plan.</p> <p>2. Under Additional Housing sites on page 26 of the proposed plan, replace the text of the fourth paragraph with:</p> <p style="padding-left: 40px;">”At present there is great financial uncertainty and house building is seen as a method to kick-start the economy. The council is not in favour of the additional greenfield sites that have been identified in this LDP being left undeveloped. Therefore, any of the additional sites with no planning permission for housing by the adoption of the next LDP may be replaced by other effective sites and returned to the green belt.”</p>	130
19. Merchiston Hospital, Brookfield	No modifications.	165
20. Abbey Road, Elderslie	No modifications.	173

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21.	Midton Road, Howwood	No modifications.	194
22.	Shillingworth, Bridge of Weir	I recommend the following modification be made: In Schedule 2 – Additional Housing Sites – Greenfield, in the section relating to Shillingworth, off Earl Place, Bridge of Weir, after the words “Green belt release” add the words “The precise western boundary of the site shall be defined by a masterplan approved by the council”.	197
23.	East of Fleming Road, Houston	No modifications.	227
24.	Houston Road Houston	No modifications.	261
25.	Bishopton – Alternative Suggested	Add the site at Station Road, Bishopton to Schedule 2 of the proposed plan as a green belt release and with an indicative capacity of 50 units.	280
26	Bridge of Weir – Alternative Suggested Housing Sites	Add the site at Lawmarnock Road, Bridge of Weir to Schedule 2 of the proposed plan as a green belt release and with an indicative capacity of 9 units.	283

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27	Elderslie - Alternative Suggested Housing Site	No modifications.	296
28.	Erskine – Alternative Suggested Housing	Add the site at Florish Road, Northbar, Erskine to Schedule 2 of the proposed plan as a green belt release and with an indicative capacity of 200 units.	299
29.	Alternative Site, Houston	No modifications.	305
30.	Howwood – Alternative Suggested Housing	No modifications.	314
31.	Johnstone – Alternative Suggested	No modifications.	319
32.	Kilbarchan - Alternative Suggested	No modifications.	321
33.	Alternative Site - Langbank	No modification.	327
34.	Linwood – Alternative Suggested Housing	No modification.	329
35.	Lochwinnoch – Alternative Suggested Housing Site	No modification.	332

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36. Alternative Sites - Paisley	No modifications.	335
37. Policy P4 – Housing Action Programme	1. Replace Schedule 4 in the proposed plan with the version of the table set out in core document CD53.	341
38. Policy P5 - Community Growth Areas	No modification.	346
39. Paisley South Expansion Area	No modification.	348
40. Policy P7 – Green Network	No modifications.	375
41. Policy P8 – Open Space	No modification.	378
42. Policy ENV1 – Green belt	No modification.	381
43. Policy ENV2 - Natural Heritage	1. The first sentence of policy ENV2 – Natural heritage should be replaced with the following sentence: To accord with the local development plan,	386

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	<p>developments must not have an adverse effect on the integrity of sites protected for their natural conservation interest or which have the potential to protect and enhance designation sites and the wider biodiversity and geodiversity of the area. Where appropriate, the council will seek to improve these resources.</p>	
<p>44. Policy ENV4 - The Water Environment</p>	<p>1. Alter Policy ENV4 so that it reads as follows:</p> <p>In line with the Water Framework Directive, River Basin Management Plan and the Clyde Area Management Plan, there will be support for proposals which encourage protection of the existing water environment as well as improvement to the control and management of water along with the enhancement of biodiversity, flora and fauna surrounding blue corridors. The inclusion of green infrastructure which promotes the integration of blue and green networks in and around developments will be encouraged to ensure that the water environment is central to the fabric of places, contributing to sustainable flood management and not having an adverse effect on the integrity of any Natura 2000 sites. Proposals for development will require to be assessed against the criteria set out in the New Development Supplementary Guidance.</p>	<p>388</p>

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<p>45. New Policy</p>	<p>1. Include a new policy in the environment section worded as follows:</p> <p>“POLICY ENV5 – Air Quality</p> <p>The council will seek to ensure that development proposals shall not individually or cumulatively have an adverse affect on air quality. Where required, planning applications should be accompanied by an air quality assessment which demonstrates the likely impact on air quality and how such impacts will be mitigated. All development proposals will require to be in accordance with the provisions set out in the New Development SG.”</p> <p>2. Add two sentences to the text on page 32, at the end of the second paragraph under the heading Built Heritage, to read:</p> <p>“The use of enabling development will be considered where it is essential to the preservation of built heritage and where the benefits outweigh any conflict with other parts of the development plan. The New Development SG sets out the criteria to be met by enabling development.”</p> <p>3. Modify the second sentence of Policy ENV3 to read:</p> <p>“Development proposals, including enabling</p>	<p>390</p>
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	<p>development, within or in the vicinity of built heritage assets will be required to demonstrate that there is no negative impact to their site or setting and that they are in accordance with the provisions set out in the New Development SG.”</p>	
<p>46. Miscellaneous</p>	<ol style="list-style-type: none"> 1. All references to ‘BAA’ in the proposed plan should be changed to ‘Glasgow Airport’ or ‘Glasgow Airport Limited’. 2. The airport ‘Strategic Economic Investment Location’ or ‘Glasgow Airport Zone’ should be referred to as the ‘Glasgow Airport Investment Zone’. 3. On page 7, Figure 7 make the following changes: <ol style="list-style-type: none"> (i) change the ‘Glasgow Airport Zone’ boundary to align with the ‘Airport – Town Centre Corridor’; (ii) ensure that Paisley Gilmour Street Station is incorporated into the ‘Glasgow Airport Zone’ boundary; (iii) change the area marked orange ‘Future Airport Expansion’ to the south and west of ‘4 – New river crossing to link Westway to Abbotsinch Road’ to yellow ‘Ancillary Airport Uses’ to reflects existing use as a long stay car park; (iv) remove ‘taxiway’ from ‘6 – Realigned 	<p>397</p>

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	<p>Abbotsinch Road to accommodate airfield taxiway development' to read '6 – Realigned Abbotsinch Road to accommodate airfield development';</p> <p>(v) incorporate aprons around terminal building into blue 'airfield' designation as these areas are part of the airfield;</p> <p>(vi) correct inaccuracies in terminal building outline; and</p> <p>(vii) include St James' Interchange, Abbotsinch Road/Greenock Road junction and M8/Sanderling Road as 'Key Gateways'.</p> <p>4. The Glasgow Airport Public Safety Zones should be added to the proposals maps.</p> <p>5. The final sentence of Policy E5 should be altered to read:</p> <p style="padding-left: 40px;">Any development proposals in or around the airport should not have a significant adverse impact on the infrastructure of the airport or surrounding environment and demonstrate that it does not have an adverse effect on the integrity of any Natura 2000 sites.</p> <p>6. The fourth bullet point of Policy I6 should be altered to read:</p> <ul style="list-style-type: none"> • The safe and efficient use of the airport, flight activity, navigation, flight paths and Ministry of Defence surveillance system.
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	<p>7. The following definition should be included in the Glossary:</p> <p style="padding-left: 40px;">A habitat network is a set of separate areas of habitat which are sufficiently connected for a particular species to move between the individual area.</p> <p>8. The boundary of Clyde Muirshiel Regional Park should be added to the proposals maps.</p> <p>9. On the proposals maps, the entire site of the former Greenhead Nursery, Inchinnan should be included within the policy P1 area and removed from the greenbelt.</p>	
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