



Local Development Plan

Monitoring Statement



Contents

Introduction	2	Policy R1 – R18: Retailing & Town Centres.....	25	Economic Context	54
Current Planning Framework	3	Policy Ed1 – Inf 1: Community Facilities and Infrastructure	28	Industrial Land Supply.....	54
National Policy.....	3	Policy GB1: Green Belt	29	Vacant and Derelict Land	54
National Planning Framework.....	3	ENV 1 – ENV 23: Natural and Built Heritage	30	Retail and Retailing Centres	56
The existing development plan in Renfrewshire	3	Policy L1 – L8: Open Space.....	33	Environment.....	57
The new Development Plan	3	Policy Ren 1: Renewable Energy	35	Climate Change	60
The development of the Monitoring Statement.....	4	Policy M1 – M2: Mineral Extraction	36	Water, Flooding & Drainage	61
Method.....	4	Policy W1: Waste Management	37	Waste.....	63
 Part 1 – The performance of the Renfrewshire Local Plan	5	Policy Tel 1: Telecommunications.....	37	Renewable Energy	64
Method.....	6	Flooding and Sustainable Urban Drainage (Policy F1 – F4).....	38	Transport.....	64
Review of planning policies since 2006	6	Policy C1: Contaminated Land.....	39	Glasgow Airport.....	67
Renfrewshire Local Plan – Review of main thematic topics	7	Policy N1: Noise.....	40	Summary of Part 2	68
Strategic Policy 1 – 5: Local Plan Strategy	7	Hazards Policy Haz 1 – Haz 2: Major-Accident	41	 Part 3 – Views from Consultation Events	69
Policy SS1 – SS7: Major areas of change and development opportunity	9	Summary of Changes.....	42	Renfrewshire Council	70
Policy SS1: Renfrew North	9	 Part 2 – Emerging context and characteristics within Renfrewshire	43	Local Area Committees.....	70
Policy SS2: Royal Ordinance, Bishopton	10	Population	44	Key Agency Meetings	70
Policy SS3: Cart Corridor, Paisley	11	Population age structure	44	Renfrewshire Public Services Panel Focus Groups	71
Policy SS4: Saucel Street, Paisley	12	Births/Deaths	46	Pre MIR Stakeholder Conference.....	72
Policy SS5: Anchor Mills, Paisley	13	Migration.....	46	 Part 4 – Considerations for the Renfrewshire Local Development Plan Main Issues Report	77
Policy SS6: Paisley Partnership – Social Inclusion Partnership Areas	13	Population Projections.....	46	 Appendix 1	79
NE Phoenix/E Candren – Policy SS7.....	15	Total Dwellings	47	Renfrewshire Local Development Plan	
Policy T1 – T6: Transportation	16	Household Projections.....	48	Focus Group Research.....	80
Policy IB1 – IB11: Business, Industry and Tourism	18	Household Change	49	 Appendix 2	101
Policy AIRPORT 1 – 4: Glasgow Airport	21	Household Groups.....	50	Pre Main Issues Stakeholder Conference	
Policy H1 – H8: Housing.....	22	Health.....	51	Report June 2011.....	102
		Deprivation	53		

Introduction

Since the adoption of the current Renfrewshire Local Plan, the legislative framework for planning in Scotland has undergone major reform and the Town and Country Planning (Scotland) Act 1997 has been amended by the Planning etc. (Scotland) Act 2006. The legislation and regulations implementing key parts of the 2006 Planning Act came into force from 2008.



As part of the new legislative framework, the publication of a Monitoring Statement is identified as an early fundamental task for planning authorities to undertake in order to inform the plan making process, provide evidence to support the plan's content and provide a benchmark for continuous monitoring. It is important to set the context within which the Local Development Plan is emerging along with the trends leading to the identification of key issues.

The Monitoring Statement is a supporting document which will inform the Local Development Plan preparation process and be published alongside the Main Issues Report and the Strategic Environmental Assessment. The Monitoring Statement will report on the impact of the Renfrewshire Local Plan (2006) and the principal changes in economic, environmental and social characteristics since the preparation of the Local Plan.

The Main Issues Report (MIR) is a document that sets out Renfrewshire Council's strategy for future development, focusing on where development should and should not occur. The production of the MIR is the first step in the preparation of the Local Development Plan (LDP) and provides one of the main opportunities for consultation and engagement allowing

discussion and stimulating debate which will inform the next stage in the plan preparation process.

In parallel with the preparation of the MIR, a Strategic Environmental Assessment (SEA) has been undertaken as required by the Environmental Assessment (Scotland) Act 2005. The purpose of SEA is to assess the environmental impact of the main issues, strategy and vision developed and identified in the MIR and to consider how these possible effects can be avoided, reduced, mitigated or enhanced. The parallel process between the MIR and SEA aims to fully integrate the policy making process and environmental consequences of this process.

Current Planning Framework

National Policy

In February 2010, the Scottish Government published the consolidated Scottish Planning Policy (SPP) combining and streamlining Scottish Planning Policy and National Planning Policy Guidance (NPPG) into one document. The document sets out national planning policy on sustainable economic growth, sustainable development, climate change and community engagement as well as various subject policies such as economic development, town centres and retailing, transport and Green Belts, etc. SPP sets the policy direction which will be taken into account when developing policies and proposals in the LDP.

National Planning Framework

The National Planning Framework 2 (NPF2) was laid before the Scottish Parliament in June 2009. NPF2 provides an overarching strategy for sustainable development in Scotland until 2030 as well as setting out a national policy context for the development plan framework.

NPF2 identifies 14 national developments intended to support sustainable economic growth in Scotland. The following national developments will require policies and proposals in the LDP to reflect the relevant

details of the national developments along with input and a contribution from the Council by working in partnership with others:

- Central Scotland Green Network;
- West of Scotland Strategic Rail Enhancements; and
- Strategic Airport Enhancements at Glasgow Airport.

The existing development plan in Renfrewshire

The current Development Plan for Renfrewshire consists of the Glasgow and the Clyde Valley Joint Structure Plan 2000 with its four subsequent amendments and the Renfrewshire Local Plan 2006. These two documents (see figure i) provide the planning policy framework for Renfrewshire.

Figure i: The existing development plan documents

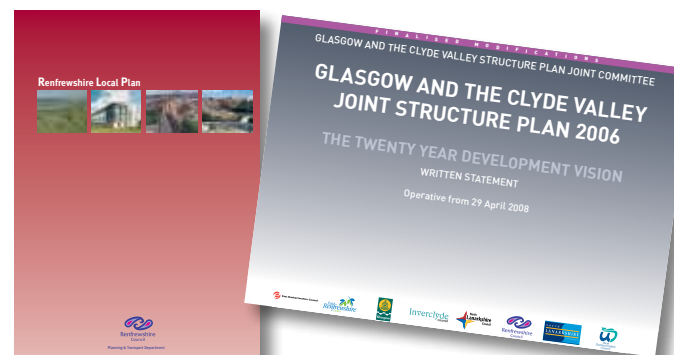


Figure ii: Map of the 8 Local Authorities within the GCVSDPA area



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The new Development Plan

As directed by the Planning etc. (Scotland) Act 2006, a Strategic Development Plan and a Local Development Plan will replace the existing Structure Plan and Local Plan.

Glasgow and the Clyde Valley Strategic Development Plan

The Strategic Development Plan that will cover the Renfrewshire Council area is being prepared by the Glasgow and the Clyde Valley Strategic Development Planning Authority with input and partnership working with its eight constituent local authorities which includes Renfrewshire. Figure ii outlines the Glasgow and the Clyde Valley Strategic Development Planning Authority area.

The Strategic Development Plan (SDP) will set out the long term strategy and vision for the Glasgow and the Clyde Valley area, providing a strategic context and direction for Renfrewshire's LDP.

Renfrewshire Local Development Plan

The preparation of succinct and ambitious LDPs is the responsibility of local authorities. Renfrewshire's LDP will outline a long-term vision for the area, setting out detailed policies and proposals to guide development and decisions on planning applications.

Renfrewshire's Development Plan Scheme (November 2011) sets out the timetable for preparing and reviewing the LDP as well as the steps and process involved in preparing a LDP. The Development Plan Scheme also provides details of the type of participation that the Council is aiming for, indicating when, how and with whom consultation will take place. Renfrewshire's Development Plan Scheme can be viewed on the Council website www.renfrewshire.gov.uk or at the Council headquarters.

The development of the Monitoring Statement

Renfrewshire Council recognises the value of setting out forward-looking, visionary and ambitious plans that guide and shape an area. Development Plans that lead the planning process require to be kept up to date. The Council is committed to maintaining up to date and relevant plans

which have an equal footing and support a wide range of other Council plans, strategies and programmes.

The current Renfrewshire Local Plan was adopted on the 7 March 2006 and had been in preparation since 1999. Much of the baseline information used as an evidence base to support the policies and proposals in the current Local Plan would have ranged from late 1990's to early 2000.

Five years on from adoption of the Renfrewshire Local Plan and perhaps ten years on from gathering the baseline supporting information, provides a reasonable amount of time in which to monitor the effectiveness of the Local Plan.

Purpose of a Monitoring Statement

The purpose of the Monitoring Statement is to:

- Assess the performance and effectiveness of Renfrewshire's Local Plan policies and proposals;
- Identify any changes or emerging trends in the economic, environmental and social characteristics of Renfrewshire; and
- Outline issues that need to be considered in Renfrewshire's Main Issue Report.

Method

The Monitoring Statement is set out in four parts:

- Part 1** Examination of the performance of the Renfrewshire Local Plan
- Part 2** Baseline monitoring of the trends, indicators and changes in physical, economic, social and environmental characteristics of the area
- Part 3** Outline the issues raised through the consultation exercises that have been undertaken
- Part 4** Identification of key considerations for the Main Issues Report.

The data used as an evidence base for this Monitoring Statement ranges from March 2006 to July 2011 as this will provide an overview of trends and changes from the adoption of the current Local Plan.

This Monitoring Statement supports the Renfrewshire Local Development Plan Main Issues Report consultation period.



Part 1

The performance of the Renfrewshire Local Plan

Part 1 – The performance of the Renfrewshire Local Plan

This part of the Monitoring Statement reviews and evaluates the delivery of policies and proposals within the Renfrewshire Local Plan. Analysis of the continued relevance of the policies within the current Local Plan is important in light of legislation, regulations and policy changes at national and strategic levels. Assessment as to whether policies require updating, altered or rationalised requires to be undertaken to ensure that a streamlined, up to date and relevant Local Development Plan is produced.

The Monitoring Statement will look to highlight key areas for discussion within Renfrewshire's Main Issue Report. It will identify those topics that are likely to require a change in the direction of planning policy to reflect the Scottish Government's objectives, the main policy issues outlined by the Glasgow and the Clyde Valley Strategic Development Plan and the emerging trends and characteristics of Renfrewshire.

Method

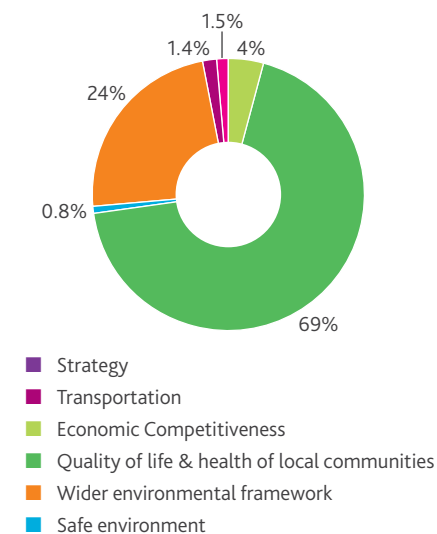
To assess the effectiveness and performance of the current Renfrewshire Local Plan, to identify where possible policy changes may be required, the following monitoring and assessment has been undertaken:

- 1 Analysis of all planning applications between March 2006 and June 2011 to determine the use of policies over this period of time, to identify where policies have been effective in guiding development and where they have been used in the consideration of planning applications;
- 2 A review of the main thematic topics within the Local Plan, highlighting the effectiveness of policies since the adoption of the plan, outlining the need for rationalisation, amendment or additions to policies and indicating whether certain topics should be subject to discussion in the MIR or maybe considered as Supplementary Planning Guidance (SPG).

Review of planning policies since 2006

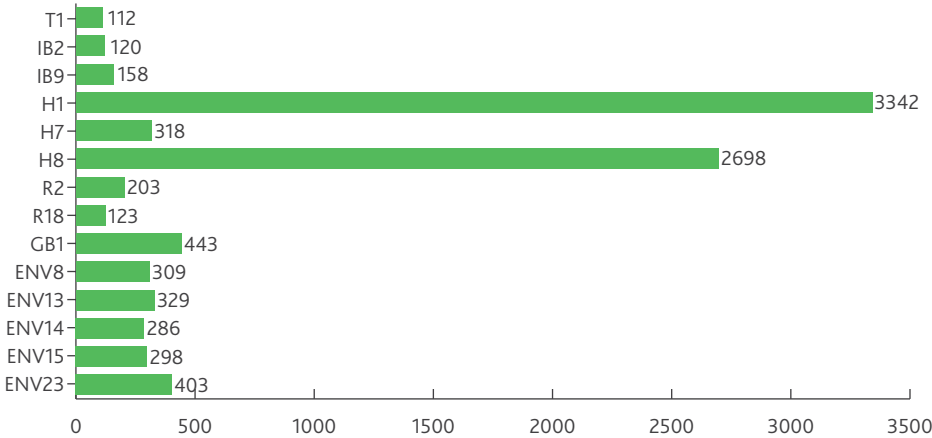
In the period of time between March 2006 and June 2011 there were 6166 planning applications. Figure 1.0 details the policies used in terms of the subject areas within the Renfrewshire Local Plan, with Figure 1.1 setting out the policies used most often in the assessment of planning applications between March 2006 – June 2011 and Figure 1.2 highlighting the policies never used.

Figure 1.0: Policies used by subject area



Source: Renfrewshire Council Planning & Transport Services 2011

Figure 1.1: Most used Local Plan policies



Source: Renfrewshire Council Planning & Transport Services 2011

Figure 1.2: Local Plan policies never used

T4	Freight Connection to Rail Network
IB7	East Candren
ENV2	National Designations
ENV4	Local Designations : Local Nature Reserves
ENV19	Scheduled Ancient Monuments
M1	Assessment of Requirement for Mineral Extraction
M2	Criteria for Assessing Proposals for Mineral Extraction
L7	Protection of Allotment Gardens

Source: Renfrewshire Council Planning & Transport Services 2011

Renfrewshire Local Plan – Review of main thematic topics

In the following section a short summary of each chapter along with the objectives of each topic and identification of the policies within the Renfrewshire Local Plan are presented, with an indication of any required amendment or updating to the policies. The environmental effects of the rolling forward of policies without change, the amendment, consolidation or deletion of policies along with the addition of any new policies will all be assessed through the SEA.

Strategic Policy 1 – 5: Local Plan Strategy

This first chapter in the Renfrewshire Local Plan sets out the aims of the Local Plan, the overarching objectives to securing development and the promotion of future prosperity for Renfrewshire. Every development should reflect the five strategic themes, which are:

- **Social inclusion;**
- **Promotion of sustainable development and strengthening of the settlement pattern;**
- **Promotion of economic competitiveness;**

- **Protection and enhancement of the environment; and**
- **Integration of planning and transport.**

These themes are important in the consideration of any development and the principles are embedded in each of the policies throughout the Renfrewshire Local Plan. Although the analysis of the policies used since 2006 indicates that these policies were not often individually referred to in Development Management decisions, they undoubtedly underpin each planning decision within Renfrewshire, therefore these policies are being collectively considered in the determination of each planning application.

In terms of current policy direction, the focus on sustainable economic growth as the overarching purpose of the Scottish Government's fifteen national outcomes along with the legislative requirement for sustainable development to be embedded in all planning decisions, indicates that the current strategic policies outlined in the Local Plan are still relevant and key to decision making.

The development principles that set the foundation for the spatial vision within the Glasgow and the Clyde Valley Strategic Development Plan's Main Issue Report and Proposed Plan are very similar to those policies contained within the

Renfrewshire Local Plan Strategy chapter. The vision outlined in the SDP is for greater integration of land uses, reducing the need to travel, causing less impact on the environment, overall aiming to promote a sustainable strategy for the city-region.

Through the Renfrewshire Single Outcome Agreement (SOA) and the work with our partners in the Community Planning Partnership, Renfrewshire Council is striving to achieve the 21 local outcomes to meet the Scottish Government's national outcomes. As well as the national outcomes, many of the local outcomes reflect the five strategic themes of the Local Plan, in particular by sustaining the local economy by attracting and retaining businesses, improving the vitality of retail centres, promoting sustainable locations for development and protecting built and natural heritage assets.

The current policy direction therefore indicates that the policies outlined in the Local Plan Strategy section are still relevant and should continue as the overarching policy direction for the new LDP.

In relation to changes, additions and rationalisation, the significance of the need to mitigate and adapt to climate change through the Climate Change (Scotland) Act 2009 and other relevant environmental legislation, requires to be reflected in

the overarching principles within the Renfrewshire LDP. It is recognised that climate change affects all aspects of society, the environment and the economy and that adapting to and mitigating against climate change are too great to be addressed by a single organisation or workstream, however the LDP will be an important document in a more co-ordinated and comprehensive approach to meeting the challenging statutory reduction targets set out in the Climate Change (Scotland) Act. Furthermore

Section 3F of the Town & Country Planning (Scotland) Act 1997, requires a LDP to include policies requiring the installation and operation of low and zero carbon generating technologies in all new buildings, this will require to be recognised in the LDP.

The objective of contributing to sustainable development was central to the Local Plan strategy and given the Scottish Government's emphasis on the planning system proactively supporting

development that will contribute to sustainable economic growth and high quality sustainable places, sustainable development and a good quality built and natural environment will be central to the Renfrewshire LDP.

The importance of good placemaking has been outlined through Scottish Government policy documents Designing Places (2001) and Designing Streets (2010). The new direction is to align the wider social, economic and environmental

Figure 1.3: Renfrewshire Local Plan - Strategic Policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Strategic Policy 1: Social Inclusion Strategy	Yes	Perhaps consolidation of all strategic policies into one combined overarching policy set out at the beginning of the LDP.	Yes	Yes
Strategic Policy 2: Sustainable Development and Settlement Strategy	Yes	Deletion of the emphasis on settlements, as all developments require to support the sustainable development framework.	Yes	Yes
Strategic Policy 3: Promotion of Economic Competitiveness	Yes	In line with current Scottish Government policy direction this policy should alter to 'Promotion of sustainable economic growth'.	Yes	Yes
Strategic Policy 4: Protection and Enhancement of the Environment	Yes	As well as protection and enhancement of environment, there is a need to reduce, mitigate and adapt to climate change along with the promotion of a low carbon economy.	Yes	Yes
Strategic Policy 5: Integration of Planning and Transport	Yes	Perhaps consolidation of all strategic policies into one combined overarching policy	Yes	Yes

objectives and encouraging well designed buildings and spaces which create places that improve the overall environmental quality, support good health and well-being, promote energy efficiency and enhance biodiversity through sustainable placemaking. These objectives will be an integral part of Renfrewshire's LDP. Figure 1.3 outlines each policy within this topic, outlining relevance and suggested changes or additions.

Policy SS1 – SS7: Major areas of change and development opportunity

All policies contained within this chapter of the Local Plan are very specific in order to try and lead, drive and deliver development on particular sites.

Progress has been made within each policy area and it is considered that this was due to the emphasis given within the current Local Plan. In terms of suggested alterations, additions or rationalisation of these policies, it is considered that these major areas be outlined within the land use proposals map where appropriate, but there may not be specific policies outlined for each area. For some of the sites that require developments to be completed, the policy direction is more likely to be contained within more general policy areas

such as housing or industry and business, etc.

The following provides a brief summary of the progress made on each of the Policy SS1 to SS7 areas.

Policy SS1: Renfrew North

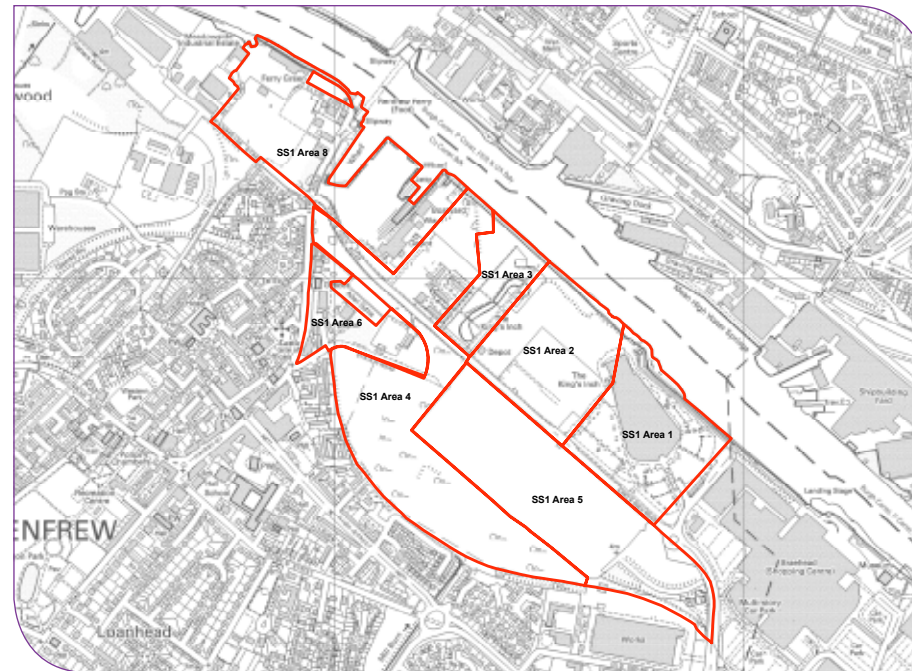
Renfrew North was a major area of change identified in the Local Plan. It was a large regeneration project covering 75 hectares of derelict and vacant land located between Braehead Shopping Centre and west of the Renfrew Ferry. Figure 1.4 outlines the area.

A masterplan for the area provided a framework for an urban extension to Renfrew. A mixed use development consisting of over 2000 new residential units, a million square feet of business use along with various leisure and associated uses.

The following progress has been made on this development:

- Xscape, a £70 million leisure complex with snow slope, speciality retail, cinema, bowling and restaurants which has been open for around four years;
- 555 residential units have been built;
- 14,700 sq. m of office floorspace has been developed;
- Infrastructure works, including improvements in the capacity of the surrounding road network, Junction 26 of the M8 motorway, the widening of Kings Inch Road providing the central spine of the development, completion of pedestrian, cycle and road linkages to Renfrew providing integration with the existing surrounding community;
- 1st and 2nd phase of a £8 million flood prevention scheme has been completed;
- The completion of a joint social work and health centre.

Figure 1.4: Map of Renfrew North (Policy SS1)



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Source: Renfrewshire Council Planning and Transport Services 2011

Developments at Renfrew North



Images from Renfrewshire Council, Planning and Transport

Policy SS2: Royal Ordinance, Bishopton

Royal Ordinance, Bishopton is located to the south west of Bishopton. The Royal Ordinance Factory (ROF) used to produce munitions but the activity at the plant ceased in 2002. The site is around 960 hectares in size and has been the subject of a masterplanning exercise to redevelop the site.

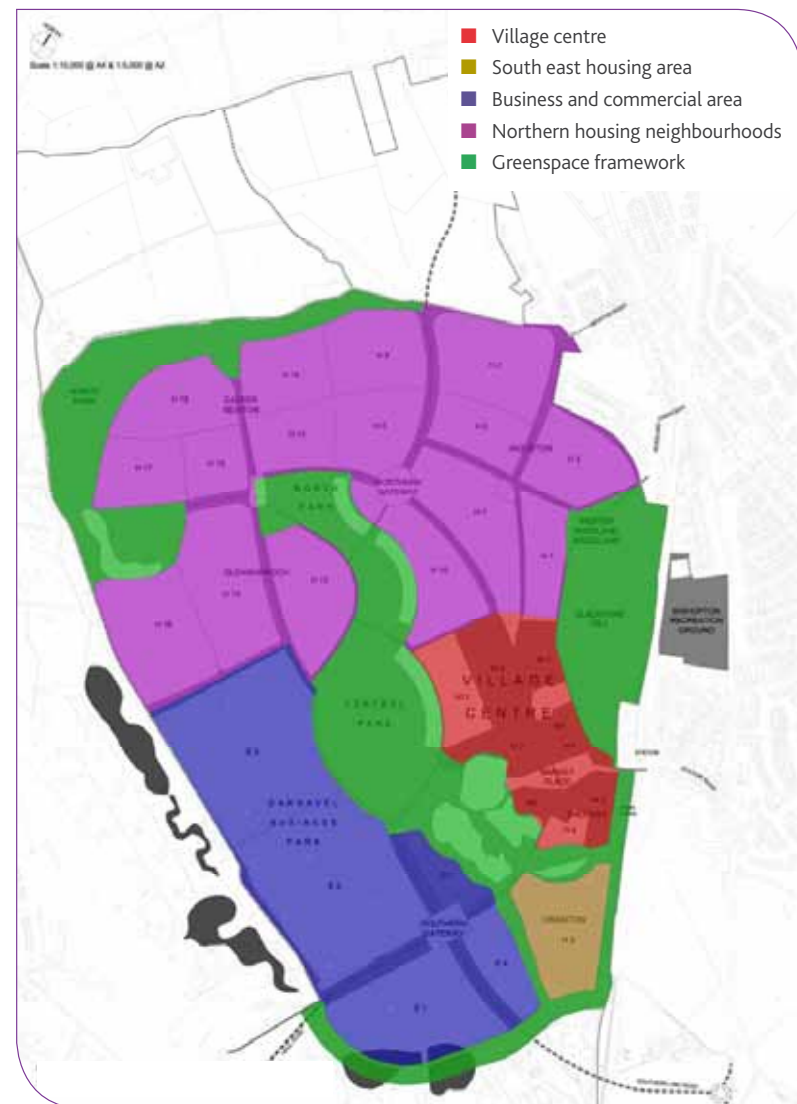
The site was identified in the Glasgow and the Clyde Valley Structure Plan 2006 as a Community Growth Area for 2500 new residential units, with 150,000 sq.m of employment space, 12,000 sq.m of community facilities (library, health centre, shops, village hall, parks, primary school), community woodland park and a new motorway junction.

Outline planning consent for the masterplan was approved in August 2009. Site preparatory works progressed early 2011.

The proposed phasing for the site is as follows:

- Phase 1: 2012 – 2016, development of around 745 residential units, a health centre, a park, 1st phase of park and ride and associated infrastructure and services;

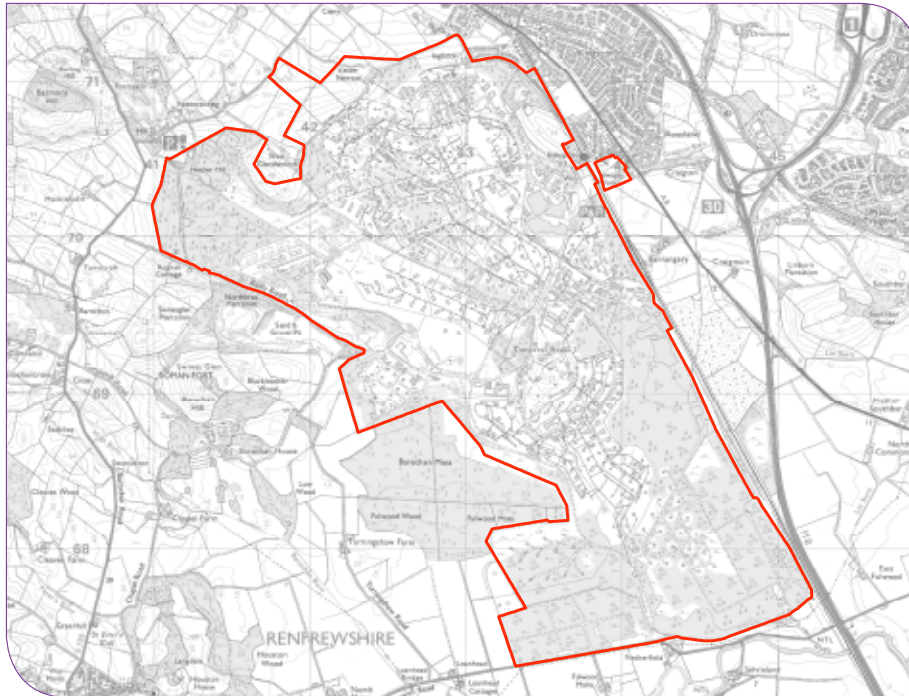
Figure 1.5: Masterplan to redevelop ROF site



Cass Associates

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Figure 1.6: Map of ROF site (Policy SS2)



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Source: Renfrewshire Council Planning and Transport Services 2011

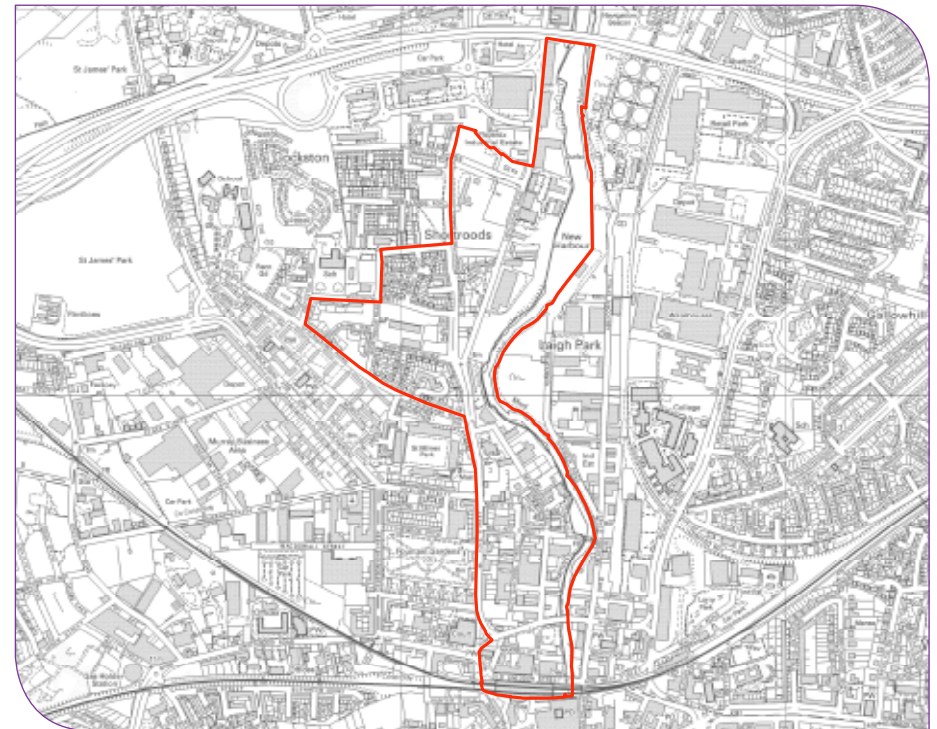
- Phase 2: 2017 – 2018, 388 residential units, commencement of a community woodland and associated infrastructure and services;
- Phase 3: 2019 – 2022, 617 residential units, primary school, 2nd phase of park and ride;
- Phase 4: 2023 – 2025 – 444 residential units, leisure and recreational facilities, erection of small retail units and associated infrastructure and services;
- Phase 5: 2026 – 2027 – 306 residential units and associated infrastructure and services.

Policy SS3: Cart Corridor, Paisley

The Cart Corridor is a Social Inclusion Partnership Area, one of eleven in Renfrewshire. The Cart Corridor is an important area which links Paisley Town Centre and Glasgow Airport.

The Council agreed to the establishment of a Joint Venture Company as a vehicle to support and deliver the comprehensive regeneration of the Cart Corridor. The Cart Corridor is a regeneration project that

Figure 1.7: Map of Cart Corridor area (Policy SS3)



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Source: Renfrewshire Council Planning and Transport Services 2011

Part 1

comprises a linear corridor of mixed land uses with locational advantages of being adjacent to the motorway network and in close proximity to an international airport.

The northern section of the Cart Corridor has the greatest potential and has already attracted new employment with the construction of Westpoint Business Park with over 18,000 sq.m of modern office accommodation.

Within this mixed use development it is also proposed to have residential units with further opportunities to have business and commercial space towards the south of the site.

Policy SS4: Saucel Street, Paisley

Saucel Street, Paisley was an area of derelict land that had lain vacant for over a decade. Policy SS4 identified the land as being suitable for a mix use development comprising residential, a health centre, leisure uses, food and drink outlets and public car parking.

The Council adopted a co-ordinated approach to securing the successful development of the Saucel Street site. A development brief was produced for the site and the development has progressed in accordance with this brief. The site was completed in 2007 with a medical centre, pharmacy, car parking, 121 dwellings, amenity space, and a bingo hall.

Westpoint Business Park



New Health Centre and Residential Development



Images from Renfrewshire Council, Planning and Transport

Policy SS5: Anchor Mills, Paisley

Anchor Mills is a category A listed former finishing mill in thread manufacturing located in the centre of Paisley. The mill building is a 7 hectare complex which closed in the late 1980's leaving over 40 empty and derelict buildings many of which were also listed. There has been comprehensive regeneration over the years and there are now 166 residential units, 2,320 sq.m of business space, a 5,500 sq.m retail foodstore, a riverside walkway and a wildlife corridor at the site.



Before



Anchor Mills



After

Images from Renfrewshire Council, Planning and Transport

Policy SS6: Paisley Partnership – Social Inclusion Partnership Areas

There are eleven Social Inclusion Partnership Areas throughout Renfrewshire. These include Blackhall, Cart Corridor, Ferguslie Park, Foxbar, Glenburn, Johnstone Castle, Johnstone West, Millerston, Moorpark, Thrushcraigs, Paisley West End. Social Inclusion Partnership Areas are locations that have been identified as suffering from high levels of unemployment, social exclusion and environmental decay. To deliver a regeneration strategy for these areas, Area Development Frameworks (ADFs) have been produced.

Currently 8 ADFs have been produced in Blackhall, Shortroods, Ferguslie Park, Foxbar, Glenburn, Johnstone West, Moorpark and Paisley West End.

Progress on these areas is as follows:

- **Blackhall** – 271 existing residential units demolished to make way for regeneration and new development within the area. Recent development in the area includes the erection of a residential care home for the elderly, 60 new homes for rent, 8 new supported homes complex for adults, environmental improvement to existing residential areas along with new regeneration and estate management strategies that are in place to co-

ordinate actions to deal with specific issues arising in the area. A final section of land within the area has capacity for around 150 private residential units.

New Care home and housing development



Images from Renfrewshire Council, Planning and Transport

- **Cart Corridor** – 516 residential units have been demolished to make way for redevelopment in the area. In recent years, 140 social rented units have been built with around 80 new build housing association residential units under construction. Further sites will be brought forward through the Cart Corridor Joint Venture company (see Policy SS3).
- **Ferguslie Park** – 433 existing residential units have been demolished to make way for regeneration and new development within the area. 38 social rented units have been built including 8 new amenity homes for rent. Environmental improvement works in and around existing residential areas has been carried out with new regeneration and estate management strategies in place to co-ordinate actions to deal with specific issues arising within the area. A site for 44 private residential units has been successfully marketed with development expected to commence in the near future. Land for a further 155 private residential units is available in the area.
- **Foxbar** – 306 residential units have been demolished over the last few years to make way for redevelopment within the area. In terms of progress, 32 social rented units have been completed. Environmental improvement to existing

residential areas have undertaken with new regeneration and estate management strategies in place to co-ordinate actions. The residential plots within this area have been marketed with interest shown from private house builders.

- **Glenburn** – 348 existing residential units have been demolished to make way for redevelopment of the area. 84 social rented units have already been completed. Environmental improvements in and around the area have been carried out with new regeneration and estate management strategies put in place to co-ordinate actions to deal with specific issues arising.
- **Johnstone Castle** – 100 existing residential units demolished to make way for redevelopment within the area. 41 private residential units have been built with marketing being carried out for a site which would accommodate 80 private units. Environmental improvements to existing residential areas carried out with new regeneration and estate management strategies in place to co-ordinate actions to deal with specific issues arising.
- **Johnstone West** – 285 units have been demolished with a further 48 units earmarked for demolition to make way for redevelopment within the area.

36 private residential units have been recently completed, with a further 30 social rented units also constructed. A masterplan exercise is to be undertaken to comprehensively redevelop pockets of development land within Johnstone West to ascertain the extent to which these areas may contribute to the residential development capacity of the Community Growth Area identified to the south west of Johnstone. The Johnstone South West Community Growth Area was identified within the Glasgow and the Clyde Valley Structure Plan 2006 for 500 new residential units. Work is on going to identify the appropriate area for the residential units.

- **Millarston** – 306 units have been demolished with a further 18 expected to be demolished in the area. The site is expected to be redeveloped with a possible 150 private residential units.
- **Moorpark** – 353 residential units have been demolished. 81 private residential units and 78 social rented units have been built. 119 private units are in various stages of construction. Environmental improvement to existing residential areas have been carried out with new regeneration and estate management strategies in place.

New housing development in Moorpark



Image from Renfrewshire Council, Planning and Transport

Thrushcraigs – 246 residential units have been demolished with 24 private residential units completed. Environmental improvement to existing residential areas has been undertaken. The site will be redeveloped with a further 150 private residential units.

Paisley West End – An Area Development Framework was completed in September 2009 providing a framework to address physical and social regeneration of the area with a focus on housing and environmental improvements, with refurbishment and redevelopment of vacant land and buildings within the area. The short term strategy for the next 2 -3 years is to undertake estate management and environmental improvements. The medium to long term strategy will be to focus on refurbishment

and redevelopment of the housing, vacant sites, community facilities and the retail outlets within the area.

NE Phoenix/E Candren – Policy SS7

NE Phoenix/E Candren is an area between Junction 29 of the M8 Motorway, the A737, the Phoenix Business Park and Ferguslie Park. It has been outlined as a mixed use development site. Several planning applications have been granted for the site including a development which includes Class 4 business uses, Class 5 general industrial uses and Class 6 storage and distribution with 12 hectares of residential development. This area has been slow to develop and requires a review of the potential development framework and focus.

Figure 1.8 outlines each policy, outlining relevance, changes, or possible additions.

Figure 1.8: Renfrewshire Local Plan - Areas of Change and Development Opportunity

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy SS1: Renfrew North	Yes	A policy providing a framework for continued redevelopment of this area will be required.	Yes	Yes
Policy SS2: Royal Ordinance Bishopston	Yes	A policy providing a framework for continued redevelopment of this area will be required.	Yes	Yes
Policy SS3: Cart Corridor	Yes	A policy providing a framework for continued redevelopment of this area will be required.	Yes	Yes
Policy SS4: Saucel Street, Paisley	No	No specific policy required, development area complete.	No	No
Policy SS5: Anchor Mill, Paisley	No	No specific policy required, development area complete.	No	No
Policy SS6: Paisley Partnership – Social Inclusion Partnership Areas	Yes	A policy providing a framework for continued redevelopment of these areas will be required.	Yes	Yes
Policy SS7: NE Phoenix/E Candren	Yes	A policy providing a framework for continued redevelopment of this area will be required.	Yes	Yes

Policy T1 – T6: Transportation

In the current Local Plan, the integration of planning and transport policies is seen as essential. This reflects current policy direction as outlined in SPP, NPF2, the National Transport Strategy (NTS), the Strategic Transport Projects Review (STPR), Strathclyde Partnership for Transport's Regional Transport Strategy (RTS) and the SDP Proposed Plan, where the relationship between transport and land use is central to the agenda. A step change and a shift away from car-based travel to walking, cycling and public transport is important in trying to reducing emissions, increasing environmental quality, improving health and well being and ensuring people are well connected.

The objectives set out within the transport theme are as follows:

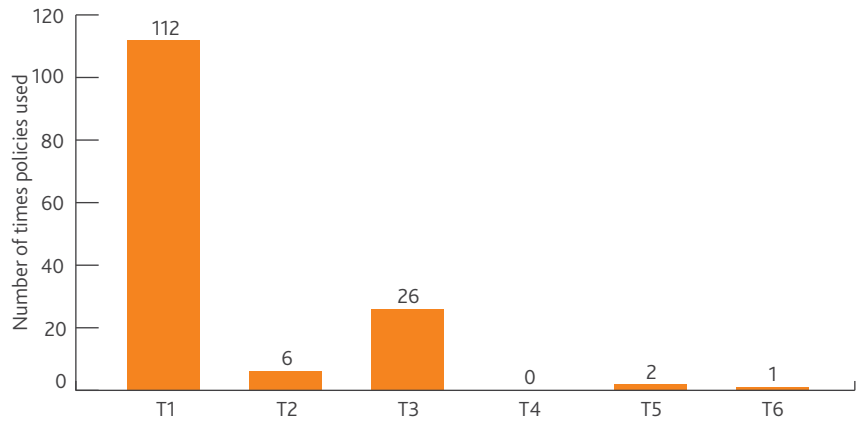
- Encouraging more sustainable forms of transport;
- Assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable;
- Making provision for public transport, pedestrians and cyclists;
- Providing for freight transport requirements; and

- Making appropriate allocations of land for transport proposals.

The policies within the transportation chapter along with the amount that the policies have been used over the last five years are outlined in figure 1.9.

POLICY T1:	Policy on the assessment of new developments
POLICY T2:	Protection of disused railway lines with potential for reuse for fixed rail transport
POLICY T3:	Protection of existing and proposed walking and cycling routes
POLICY T4:	Freight connection to rail network
POLICY T5:	Policy on trunk roads
POLICY T6:	Safeguarding of existing park and ride car park sites at rail stations

Figure 1.9: Use of transport policies



Source: Renfrewshire Council Planning and Transport Services 2011

From the monitoring of the transportation policies contained within the Local Plan, Policy T1 and T3 are used most as these are used in the determination of new developments. The other policies contained within this chapter are more specific and relate to transportation infrastructure and networks. Policy T4 has not been used since the adoption of the plan with Policy T6 used only once.

In relation to changes, possible additions and rationalisation, the transport chapter contains six policies. It is considered that some of these policies could be rationalised. Figure 1.10 outlines each policy within this topic, outlining relevance, changes or possible additions.

Figure 1.10: Renfrewshire Local Plan - Transportation Policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy T1: Policy on the Assessment of New Developments	Yes	The current policy outlines criteria to assess proposals. It is anticipated there will be a general policy on the integration transport and land use with SPG for detailed assessment of new development.	Yes	Yes
Policy T2: Protection of disused railway lines with potential reuse for fixed rail transport	Yes	Disused railway lines will be protected through the identification of proposals set out in the STPR, SPT's Conurbation Study, Renfrewshire's LTS and will be reflected in Renfrewshire's LDP.	No	Yes
Policy T3: Protection of walking and cycling routes	Yes	The retention of a policy on active travel links is important as it plays a central role in a step change from car-based travel to a sustainable means of movement as well as reducing emissions and promoting health and well-being.	Yes	Yes
Policy T4: Freight connection to rail network	Yes	In promoting more sustainable means of transportation, this policy requires to be retained but altered to encourage increased movement by other means such as rail and air.	Yes	Yes
Policy T5: Policy on trunk roads	No	No need for this policy as the Council has no control over trunk roads and any impact to trunk roads caused by developments requires to be assessed through a transport appraisal.	No	No
Policy T6: Safeguarding of existing park and ride car park sites at rail stations	Yes	Retain policy, need to encourage the promotion of sustainable travel and transport.	Yes	Yes

Policy IB1 – IB11: Business, Industry and Tourism

In the Renfrewshire Local Plan the focus within this theme is for continued economic growth and prosperity. The objectives set out within this chapter were:

- Protection of the strategic industrial land supply from inappropriate growth;
- Protection of local industrial and business land supply from inappropriate alternative development ensuring that there is sufficient industrial and business land and a range of suitable locations to suit the needs of different users;
- Encourage and promote a high quality environment, premises and infrastructure;
- Facilitate tourist related development without causing a detrimental impact on the environment or townscape.

The Local Plan policies contained within this chapter are as follows:

POLICY IB1:	Strategic business centre
POLICY IB2:	Strategic industrial and business locations – general
POLICY IB3:	Strategic Industrial and business locations – Industry and business development
POLICY IB4:	Strategic industrial and business locations and locally important sites – Business Development
POLICY IB5:	Inchinnan business park expansion area
POLICY IB6:	Single user high amenity site – Erskine
POLICY IB7:	East Candren;
POLICY IB9:	Locally Important business / industrial areas
POLICY IB10:	Additional criteria to be taken into consideration in relation to non-conforming uses within business / industrial areas – retailing proposals
POLICY IB11:	Hotel, guest house and bed and breakfast accommodation

During the last 10 years, take-up of industrial and business land within Renfrewshire has been concentrated in the industrial estates of Inchinnan, Linwood and Hillington with over 75% of the total 67.32ha take-up being within these established areas. Development trends over the past five years indicated 82% of land take-up has been on brownfield sites. It is therefore clear that the Local Plan policies

have actively been directing industrial and business uses to the right locations.

At Inchinnan Business Park there has been substantial development, including the refurbishment of the India Tyres building and the relocation of Rolls Royce. Approval was granted in 2008 for an Advanced Forming Metallurgy Research Centre for Strathclyde University and this is now fully

India of Inchinnan



Strathclyde University Research Centre



Images from Renfrewshire Council, Planning and Transport

operational within the business park. The Council reserved 11.4 ha of good quality marketable land for business and industrial use at Erskine Riverfront strategic industrial and business location. However despite several years of marketing the sites remain vacant. The preparation of the Renfrewshire

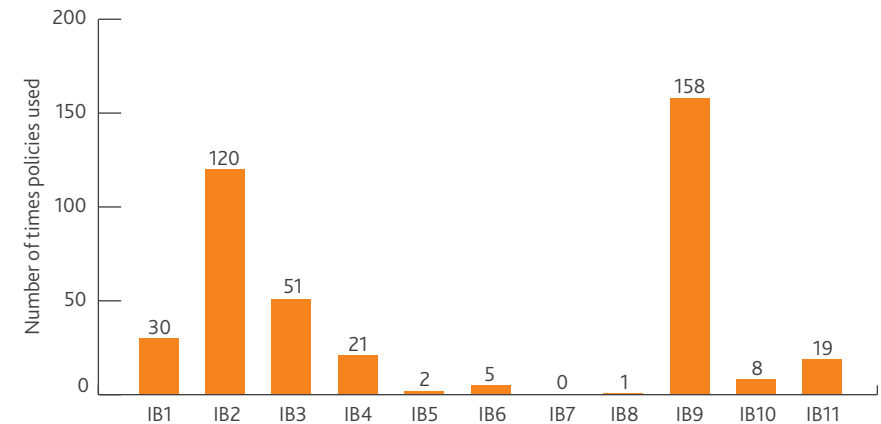
LDP gives the Council the opportunity to review this situation.

With regards to the overall use of the policies within the business and industry chapter, only two policies have been frequently used, these were Policy IB2 Strategic industrial and business locations and IB9 Locally important business and industrial area. Figure 1.11 indicates the use of each of the policies within this chapter.

In relation to changes, possible additions and rationalisation, this chapter would

benefit from some rationalisation with a focus on the strategic industrial and business areas and locally important industrial and business areas. It is noted that many policies contained within this topic area were not used very often and one not used at all. There are a few policies that are specific to an area that are no longer applicable. Figure 1.12 outlines each policy with a view to the continued relevance of each.

Figure 1.11: Use of industry and business policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.12: Renfrewshire Local Plan - Business, Industry & Tourism policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy IB1: Strategic Business Centre	Yes	The Council continues to support Paisley as a strategic business centre, however a flexible approach is required to allow Paisley to develop into a successful centre which is able to accommodate a mix of uses. There may not be a requirement for this particular policy, it maybe that there is an overall policy to promote Paisley Town Centre for various compatible uses.	Yes	Yes, but perhaps as a consolidated policy.
Policy IB 2: Strategic Industrial and Business Locations - General	Yes	Retention of policy as the safeguarding and promotion of strategic industrial and business locations is highlighted in SPP and by the SDP MIR and Proposed Plan.	Yes	Yes
Policy IB3: Strategic Industrial and Business Locations – Industry and Business Development	Yes	This policy will be consolidated into one policy on strategic industrial and business locations.	Yes	Yes, but perhaps as a consolidated policy.

Part 1

Figure 1.12: Renfrewshire Local Plan – Business, Industry & Tourism policies (continued)

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy IB4: Strategic Industrial and Business Locations and Locally Important Sites – Business Development	Yes	It is important to ensure that there are local sites in order to accommodate the range, needs and locational requirements for all types of industrial and business uses. This policy will be retained but altered and consolidated with Policy IB9, there is no longer the need for the strategic emphasis.	Yes	Yes
Policy IB5: Inchinnan Business Park Expansion	No	This specific policy for Inchinnan is no longer required as the area will be included within the Strategic Industrial and Business policy.	No	No
Policy IB6: Single User High Amenity Site – Erskine	No	Single amenity sites were removed from Scottish Government Policy in the consolidation of SPP. Policy no longer required.	No	No
Policy IB7: East Candren	No	A specific policy for this area is no longer required it will be covered by a more general policy on locally important industrial and business areas which will aim to support the strategic industrial and business locations.	No	No
Policy IB8: International Transport Facilities, Deanside Freight Terminal	Yes	Retention of policy as the promotion of more sustainable means of transporting goods is both national and strategic policy direction.	Yes	Yes
Policy IB9: Locally Important Business / Industrial Areas	Yes	It is important to ensure that there are local sites to accommodate the range, needs and locational requirements for all types of industrial and business uses. This policy will be altered and consolidated with Policy IB4. A review of all IB9 sites is being undertaken to determine whether these sites should still be safeguarded as important local industrial areas.	Yes	Yes
Policy IB10: Additional Criteria to be taken into consideration in relation to non-conforming uses within business / industrial areas – retailing proposals	Yes	This policy will be consolidated into Policy IB2 / 3 and Policy IB4 / 9.	Yes	Yes
Policy IB11: Hotel, Guest House and Bed and Breakfast Accommodation	No	The details and criteria outlined within this policy are more suited to being contained within SPG.	No	No

Policy AIRPORT 1 – 4: Glasgow Airport

Glasgow Airport is recognised as a key component of the national economy as well as the local economy of Renfrewshire. The objectives set out in Renfrewshire Local Plan in relation to the airport are as follows:

- **Safeguard existing operational areas to allow the airport to expand to its full potential;**
- **Take full account of the public safety zone associated with the airport.**

The policies contained within this chapter of the Local Plan are:

POLICY AIRPORT 1:	Operational use
POLICY AIRPORT 2:	The airport campus
POLICY AIRPORT 3:	Public safety zones
POLICY AIRPORT 4:	Airport safeguarding areas

There has been a large amount of change, expansion and investment at Glasgow Airport's terminal building and the immediate area surrounding the terminal building since the adoption of the Renfrewshire Local Plan in 2006. Development within the Airport campus

Extension to Main Terminal Building of Glasgow Airport



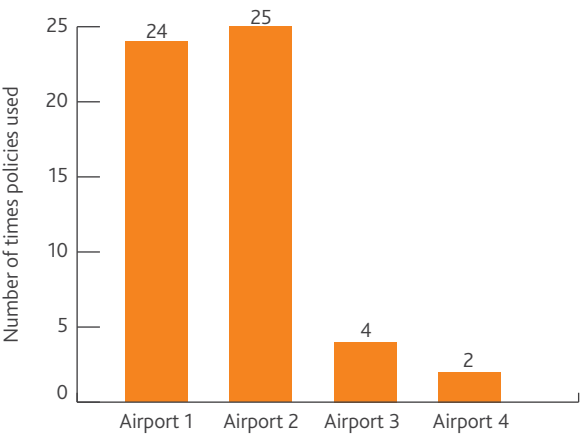
Image from www.glasgowairport.com

includes a £10 million international pier extension and the first phase of a £31million extension to the main terminal building. In 2010 a £2 million plan to improve access, ease congestion and reduce vehicle emissions was implemented.

Since 2006 Renfrewshire Council has also approved various Prior Approval applications associated with the Glasgow Airport Rail Link. These approvals include a new rail bridge over the M8, a rail viaduct within the airport campus and a new Glasgow Airport train station. Hazardous Substances Consent is also in place to move the existing airport fuel farm as part of this project. In 2009 the Scottish Government cancelled the airport branch component of the Glasgow Airport Rail Link. However, the associated capacity enhancement and re-signalling between Glasgow Central and Paisley Gilmour Street stations was completed towards the end of 2010.

The masterplan produced by British Airport Authority (BAA) in 2006 outlined plans for expansion of the airport based on the forecast of passenger numbers. However, the recent financial downturn along with various other airport related issues has meant that Glasgow Airport has not reached the anticipated passenger numbers and therefore expansion on the scale intended has not materialised, this is reflected in the revised Glasgow Airport Masterplan which was published in draft in Spring 2011. Although the requirements to increase terminal and airside capacity has lessened in the short term, the long term forecast is still for significant passenger growth and this therefore needs to be recognised within the LDP.

Figure 1.13: Use of airport related policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.13 indicates how often each of the policies contained within this chapter were used.

In relation to changes, suggested additions and rationalisation, it is likely that the number of policies contained within this topic area can be reduced and rationalised, with accompanying SPG outlining criteria and guidance for development in and around the airport. The identification of the Glasgow Airport Strategic Economic Investment Location within the SDP Proposed Plan will require the LDP to provide policies which encourage a more integrated relationship between the airport and the land surrounding the airport, to

maximise the potential short, medium and long term prospects for the local Renfrewshire economy. Figure 1.14 outlines each policy within this topic, outlining relevance, possible changes or additions.

Policy H1 – H8: Housing

Within the housing chapter the maintenance and enhancement of the character and amenity of existing residential areas was seen as a principle aim of the Local Plan. The objectives were outlined as:

- Encouraging and promoting redevelopment of brownfield sites and renewal areas;
- Providing an adequate supply and range of sites for new housing.
- Ensuring housing met the needs of Renfrewshire's residents;
- Provision of affordable housing;
- Encouraging residential development within town and village centres;
- Promoting good design within new residential developments.

Figure 1.14: Renfrewshire Local Plan - Glasgow Airport Policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy AIRPORT 1: Operational Use	Yes	Policy could be consolidated into one policy for the airport with detailed guidance in an accompanying SPG	Yes	Yes
Policy AIRPORT 2: The Airport Campus	Yes	Policy could be consolidated into one policy for the airport with detailed guidance in an accompanying SPG	Yes	Yes
Policy AIRPORT 3: Public Safety Zones	Yes	Policy could be consolidated into one policy for the airport with detailed guidance in an accompanying SPG	Yes	Yes
Policy AIRPORT 4: Airport Safeguarding Area	Yes	Policy could be consolidated into one policy for the airport with detailed guidance in an accompanying SPG	Yes	Yes

The policies contained within this chapter are as follows:

POLICY H1:	General residential policy
POLICY H2:	Housing land supply
POLICY H3:	Housing opportunity sites
POLICY H4:	Town centre – residential development
POLICY H5:	Secondary centre housing
POLICY H6:	Affordable housing
POLICY H7:	Criteria for new residential development
POLICY H8:	Alterations and extensions to existing properties

Much of the policy direction from the Scottish Government over recent years has been the commitment to increasing the supply of new homes, providing a generous supply of land in the right locations. At a strategic level this lead to the creation of 13 Community Growth Areas which were identified through the Glasgow and the Clyde Valley Joint Structure Plan 2006. 19,000 new residential units were to be built creating new communities across the Clyde Valley area. For Renfrewshire this meant 2500 new residential units at Bishopton and 500 new homes to the south west of Johnstone. Outline planning approval has been given for the site at Bishopton, whilst the details of the residential area to be included at Johnstone

South West are currently going through a masterplanning process.

In terms of past completions of owner occupied residential units being built in Renfrewshire, since 2006, there have been on average 600 units built per year,

with around 140 affordable units (social rented, intermediate sector, mid-market rent) being built over the same period. The consequence of the recent financial downturn has led to a significant impact on the number of residential units built, with

private housing completions halved and housing association units doubled in 2009 – 2010.

In relation to the type of land that housing has been built on over the years, 89% of houses were built on brownfield land in 2006 – 2007 and this rises to 96% in 2009 – 2010. It is considered that the objectives set out in the Local Plan have led to this pattern of development.

There have been a number of ADFs completed over the last few years for various areas that were in need of redevelopment and regeneration within Renfrewshire. These were identified through the Local Plan and a focus given to redevelopment of these areas. Progress has been made within each area identified as Social Inclusion Partnership Areas as identified earlier in Part 1 of the report.

A Housing Needs and Demand Assessment (HNDA) has been carried out by the Strategic Development Plan Housing Market Partnership and is reflected in Renfrewshire's Local Housing Strategy 2011 – 2016 (LHS). The identification of a 'generous' land supply to meet all housing requirements will continue to be driven by sustainability principles, concentrating on existing built up areas where infrastructure and services are available.

Sanctuary Housing Development Linwood



McCarthy and Stone Development Kings Inch Road

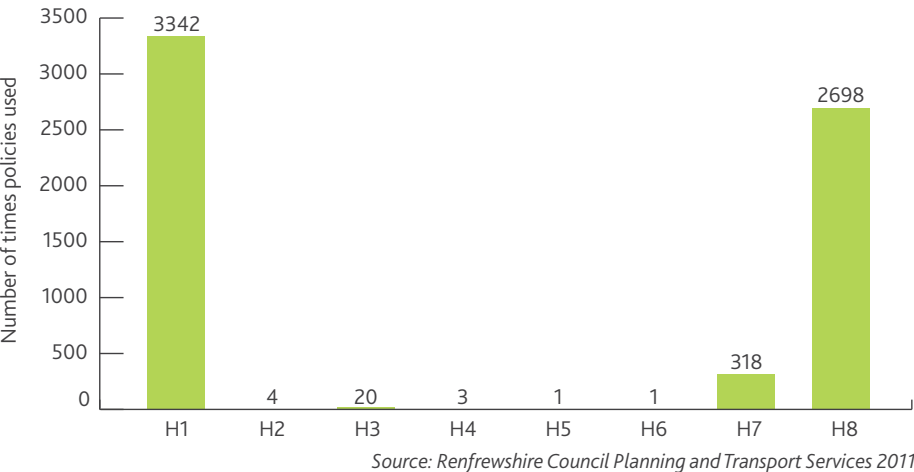


Housing Development, Mar Hall



Images from Renfrewshire Council, Planning and Transport

Figure 1.15: Use of housing policies



With regards to the use of policies in relation to housing, Figure 1.15 highlights the use of the policies contained within this chapter of the Local Plan. Policy H1 and Policy H8 were the most used policies in the entire Local Plan since its adoption in 2006, whereas policies H2 to H6, were very rarely used.

In terms of changes, possible additions or rationalisation of policies within the housing topic, there is scope for rationalisation with the use of SPG providing details and criteria to assess new development or guide regeneration of housing in particular areas.

Figure 1.16 identifies where these possible changes could be made, especially in light of the amount of times each policy was used in the determination of a planning application.

Figure 1.16: Renfrewshire Local Plan - Housing Policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy H1: General Residential Policy	Yes	This is a general policy which could be consolidated into one or two policies for the housing topic area.	Yes	Yes
Policy H2: Housing Land Supply	Yes	Policy will need revised as the location, condition and effectiveness of the existing land supply will require detailed assessment to ensure that the right sites are available in the right places for the right type of housing.	Yes	Yes
Policy H3: Housing Opportunity Sites	No	This policy is no longer applicable in its current form, changes will be required.	Yes	Yes
Policy H4: Town Centre – Residential Developments	Yes	Retention of this policy as the emphasis remains on ensuring a mix of compatible uses within town centres, in particular Paisley Town Centre.	Yes	Yes
Policy H5: Secondary Centre Housing	No	No longer applicable could be consolidated into a general housing policy.	Yes	Yes
Policy H6: Affordable Housing	Yes	Small need identified within Renfrewshire, requirement for some policy direction but as part of general residential policy.	Yes	Yes
Policy H7: Criteria for New Residential Development	Yes	This would be more appropriately covered by SPG.	Yes	No
Policy H8: Alterations and Extensions to Existing Properties	Yes	This would be more appropriately covered by SPG.	Yes	No

Policy R1 – R18: Retailing & Town Centres

The Local Plan outlined town centres and village centres as the focus for community life that are vitally important to the communities they serve. The objectives set out in the Local Plan included:

- **Safeguarding and supporting town centres, secondary centre and**

neighbourhood centres, to recognise the existing out-of-centre facilities and maintain Braehead;

- **Providing a comprehensive policy framework against which retail and other town centre proposals can be assessed;**
- **Create and safeguard a high quality environment in the various centres.**

The policies contained within the section of the Local Plan include:

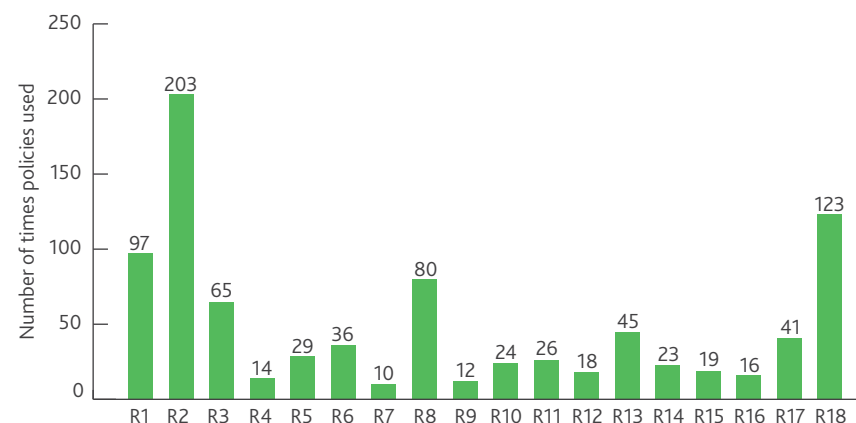
POLICY R1:	Town centre uses
POLICY R2:	Direction of major retail developments to strategic town centres
POLICY R3:	Acceptable ground floor uses in strategic town centres
POLICY R4:	Potential town centre expansion areas
POLICY R5:	Paisley 'core' policy
POLICY R6:	Change of use in Paisley Town Centre fringe areas
POLICY R7:	Paisley Abbey and Paisley Library and Museum
POLICY R8:	Secondary centres
POLICY R9:	Regeneration of secondary centres
POLICY R10:	Acceptable uses in secondary centres
POLICY R11:	Meeting local neighbourhood demand
POLICY R12:	Change of use local shops;
POLICY R13:	Retail warehouse parks
POLICY R14:	Major 'out of centre'/'edge of centre' retail stores
POLICY R15:	Land uses at Phoenix
POLICY R16:	Braehead regional shopping centre and leisure centre
POLICY R17:	Design in town & secondary centres
POLICY R18:	Hot food, public houses, licensed clubs

Figure 1.17 highlights the use of the policies contained within this chapter of the Local Plan.

In terms of retailing and activity within town centres, Braehead and the surrounding area have been most successful in expanding and encouraging different types of uses to this centre. In relation to Paisley, there has been continued progress towards the redevelopment of the site of the former Arnotts department store, which was a key anchor store in the centre of Paisley, which closed in 2005. A joint venture approach between the Council and the private sector is being used to redevelop

the site and surrounding land for mixed use development. The principle of a mixed use development received consent in February 2010. Also within Paisley there has been the recent approval of a large Tesco foodstore on the edge of the centre at Wallneuk. These developments along with other town centre regeneration initiatives and improvements are hoped to bring about a change in attracting retailers back to Paisley.

Figure 1.17: Use of retail policies



Source: Renfrewshire Council Planning and Transport Services 2011

Part 1

Renfrew Town Centre has seen the completion of major public realm and shopfront enhancement works aiming to create a town centre that is safer, more pleasant with a refreshed environment, civic spaces, improved lighting and high quality materials used throughout. This has massively benefited the quality of the environment in the centre which will hopefully safeguard the existing uses and encourage new uses and development.

Renfrew Town Centre



Images from Renfrewshire Council, Planning and Transport

In Erskine, there has been the introduction of a large foodstore to serve the area, with a foodstore and flats also created on the edge of Johnstone Town Centre.



New foodstores in Johnstone and Erskine Town Centre



Images from Renfrewshire Council, Planning and Transport

Linwood Town Centre consists of a shopping centre that was constructed in the 1960s and currently contains some 7,000 sq m of gross retail floorspace, offices, community facilities and a health centre. This floorspace is now vacant and in general the centre is in a very dilapidated condition. The condition of Linwood Town Centre is of serious concern to the community and to the Council alike.

An application submitted by Tesco to redevelop the centre comprehensively has been given planning consent by the Council. This development includes a superstore of 8,102 square metres with an additional 9 retail or office units. The development would also include a new Tweedie Hall, library and offices for Linstone Housing Association. The re-development of Linwood Town Centre will substantially improve the quality of

the public realm and will provide much improved community facilities for Linwood.

Although overall there has been good progress made in many of the town and village centres in Renfrewshire, the recent economic downturn has resulted in fewer retail and other associated uses being attracted to or retaining presence in retailing centres, resulting in many units becoming vacant.

In terms of changes, possible additions or rationalisation of policies within the retail chapter, it is clear from the monitoring of the Local Plan that not all policies are used and from the review of the chapter, the amount of policies contained within this topic area is quite substantial. There is a need for a rationalisation of the retail policies along with a greater focus on what the Council would like to achieve in each of the centres within Renfrewshire.

Figure 1.18: Renfrewshire Local Development Plan – Retail & Town Centre policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy R1: Town Centre Uses	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R2: Direction of major retail developments to strategic town centres	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R3: Acceptable uses in strategic town centres	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R4: Potential town centre 'expansion' areas	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R5: Paisley 'core' policy	No	New focus required within Paisley Town Centre.	Yes	Yes
Policy R6: Change of use in Paisley Town Centre fringe areas	No	This policy is too detailed and is more appropriate to be criteria contained within SPG.	No	No
Policy R7: Paisley Abbey and Paisley library and museum	No	Not appropriate for this retail chapter.	No	No
Policy R8: Secondary Centres	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R9: Regeneration of secondary centres	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R10: Acceptable uses in secondary centres	No	This policy is too detailed and is more appropriate to be criteria within SPG.	No	No
Policy R11: Meeting local neighbourhood demand	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R12: Change of use of local shops	No	This policy is too detailed and is more appropriate to be criteria within SPG.	No	No
Policy R13: Retail warehouse parks	Yes	The wording of this policy may require review.	Yes	Yes
Policy R14: Major out of centre/edge of centre retail stores	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R15: Land use at Phoenix	No	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre. Detail may be subject to SPG.	Yes	Yes
Policy R16: Braehead Regional Shopping and leisure centre	Yes	Consolidation of policy into a retail policy which provides a greater focus on what is needed for each centre.	Yes	Yes
Policy R17: Design in town and secondary centres	No	This policy is too detailed and is more appropriate to be criteria within SPG.	No	No
Policy R18: Hot food; public houses; licensed clubs	Yes	The wording of this policy may require review. Details related to this policy will be SPG	Yes	Yes

Policy Ed1 – Inf 1: Community Facilities and Infrastructure

The provision of facilities for social, community, health and education are important elements in the development and wellbeing of all communities. The objectives set out in the Local Plan are as follows:

- Reservation of suitable sites for community facilities;
- Secure appropriate developer contributions.

The policies contained within this section of the Local Plan are as follows:

POLICY ED1	Further education
POLICY INF 1	Developer contributions

In recent years, Renfrewshire Council has demonstrated considerable commitment to improving community assets, through the development and implementation of an asset improvement programme. The Local Plan aimed to reflect this programme and facilitate development in the right locations. The Council has achieved a great deal in the development of community facilities and associated infrastructure.

The opening of Renfrew Health and Social Work Centre in 2010 provides an excellent community resource with the co-location of services and facilities under the one roof. This project was implemented through joint working between the NHS Greater Glasgow and Clyde and Renfrewshire's Social Work Services.

Renfrew Health and Social Work Centre



Image from Renfrewshire Council

There has also been the implementation of a £16 million social work care home programme, which replaced 5 homes which were in need of significant investment and the opening of 3 new purpose built residential care homes for the elderly within Paisley and Renfrew.

In terms of schools, 4 new secondary schools, 6 new primary schools, 2 nurseries

and a learning centre have been completed. Given the development of the ROF at Bishopton, a new £33 million high school is to be built in Erskine with innovative teaching space along with a range of recreational facilities which will be used by the school during the daytime with local community activities and sporting facilities being available in the evening.

Artist Impressions of the New Parkmains High School in Erskine



Holmes Partnership

At Linwood, the existing sports centre and community centre is being demolished and planning consent has been granted for a new fit for purpose indoor sports facility with adult day care centre and other space within the new facility for other community activities. There is also the development of a new community sports hub at Johnstone High School along with a community sports hub at the Lagoon Leisure Centre in Paisley.

Both policies contained within the Local Plan are very specific. The policy on developer contribution has been referred to only once in the determination of a planning application since the adoption of the plan in 2006. In reality developer contributions have been sought for various planning applications. This particular policy does not provide any advice or criteria to allow assessment of the appropriateness of the developer contribution in the determination of a planning application. It is likely that a more general policy on community facilities and infrastructure will still be required to guide development with the details on developer contributions best placed within SPG. Figure 1.19 outlines these possible changes.

Figure 1.19: Renfrewshire Local Plan - Community Facilities & Infrastructure policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	MAIN ISSUE	INCLUSION IN LDP
Policy Ed1: Further Education	Yes	Requires a more general policy on community facilities	Yes	Yes
Policy Inf1: Developer Contributions	Yes	Details would be better set out in SPG	Yes	Yes

Policy GB1: Green Belt

Renfrewshire's Local Plan aimed to protect and enhance the environment around existing towns and villages by defining a Green Belt boundary around each settlement. The objectives set out to achieve this aim are as follows:

- **Define Green Belt boundary;**
- **Provide a positive planning framework within which acceptable countryside uses are acceptable, whilst unacceptable uses resisted;**
- **Indicate clear planning criteria against which proposals for development within the green belt will be considered.**

There is only one policy contained within this section of the Local Plan which is:

POLICY GB1:	Green Belt
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Since adoption of the Local Plan, there have been over 400 applications for development in the Green Belt. 290 applications were approved as they were appropriate uses within the Green Belt, as defined by Policy GB1 and 52 applications were refused.

Two very successful developments in the Green Belt are a garden centre development within the former hospital ground of Erskine Hospital and the redevelopment of a category A listed building at Mar Hall for a five star hotel facility, spa and golf course.

Figure 1.20: Renfrewshire Local Plan - Green Belt policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	MAIN ISSUE	INCLUSION IN LDP
Policy GB1: Green Belt	Yes	Simplification and policy with the criteria and details contained within SPG	Yes	Yes

It is considered that the current Green Belt policy within the Local Plan sets out criteria aiming to cover every eventuality. This policy will require to be reviewed with the detail of specific aspects or issues related to development in the Green Belt possibly contained within SPG. A review of this policy does not imply that the Green Belt is considered to be any less important than in previous Local Plans, the policy simply requires to be updated and will reflect the continued policy direction from the SPP and the SDP.

The retention of the Green Belt is very important to Renfrewshire Council and it is recognised that there are some uses that are acceptable within Green Belt. Green Belt designation will be used to direct development to suitable locations and not to prevent appropriate development from happening.

ENV 1 – ENV 23: Natural and Built Heritage

Renfrewshire's Local Plan recognised that in order to achieve sustainable development, a balance between economic growth and the protection of the natural and built environment is essential. Within the chapter the following objectives were set to try and achieve the balance as well as promoting sustainable development:

- **Identify, protect and enhance areas of importance for the species and nature conservation;**
- **Protect existing trees and woodland;**
- **Promote access to the countryside and facilitate opportunities for recreation and environmental improvement;**
- **Preserve and enhance the character and appearance of conservation areas, listed buildings, Scheduled Ancient Monuments, historic gardens, designed landscapes;**
- **Improve townscape quality with public art;**
- **Give due consideration to environmental impacts of advert applications.**

POLICY ENV 1:	International designations;
POLICY ENV 2:	National designations;
POLICY ENV 3:	Local designations, Sites of Importance for Nature Conservation (SINCs)
POLICY ENV 4:	Local designations, Local Nature Reserves;
POLICY ENV 5:	The local biodiversity action plan;
POLICY ENV 6:	Agricultural land;
POLICY ENV 7:	Planting and management of trees and woodlands;
POLICY ENV 8:	Protection of trees and woodlands;
POLICY ENV 9:	Woodland management;
POLICY ENV 10:	Regional and country parks;
POLICY ENV 11:	Carts Greenspace projects;

Within this chapter there are 23 policies, some of which cover important policy areas such as development in conservation areas, listed buildings, enhancement to trees, woodland and biodiversity, most of which have guided proposals and development throughout Renfrewshire. The policies are listed above.

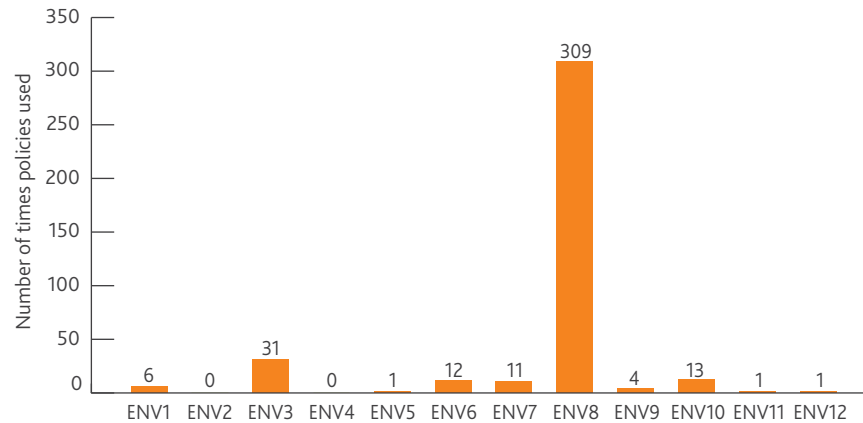
In terms of the use of policies within this chapter, Policy ENV 8, protection of trees and woodlands was used most from the natural environment section, with Policy ENV 13, ENV14, ENV 15 and ENV 17 in relation to listed buildings and conservation areas, being used most often in the built environment section. The other policies contained within this chapter have been very rarely used in the determination of a planning application.

POLICY ENV 12:	Renfrewshire urban fringe;
POLICY ENV 13:	Conservation areas;
POLICY ENV 14:	Development standards for conservation areas;
POLICY ENV 15:	Development criteria for listed buildings;
POLICY ENV 16:	Listed buildings under threat;
POLICY ENV 17:	Development of listed buildings;
POLICY ENV 18:	Demolition of listed buildings;
POLICY ENV 19:	Scheduled ancient monuments;
POLICY ENV 20:	Unscheduled sites of archaeological significance;
POLICY ENV 21:	Gardens and designed landscapes;
POLICY ENV 22:	Per cent for art;
POLICY ENV 23:	Applications for advertisement consent.

In terms of the use of policies the following figures outlines the use of policies since the adoption of the Local Plan.

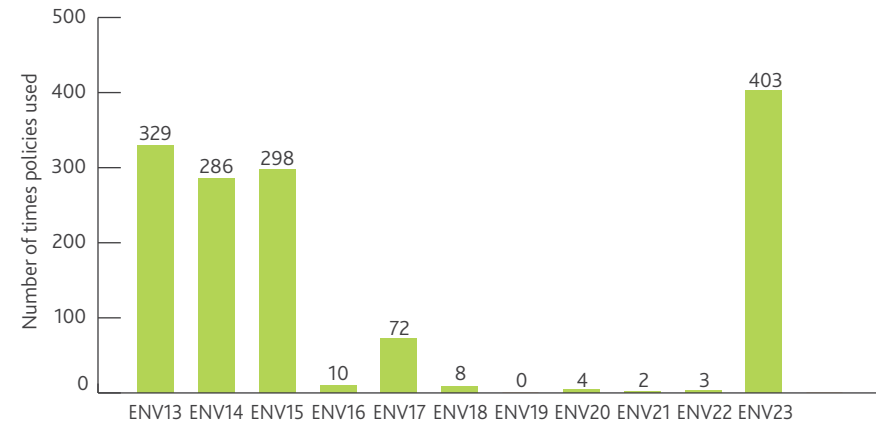
In relation to additions, alterations and rationalisation, many policies could be rationalised by grouping policies together or moving the guidance and criteria based policies to SPG. Figure1.23 indicates how rationalisation of these policies could possibly be undertaken.

Figure 1.21: Use of Natural Heritage policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.22: Use of Built Heritage policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.23: Renfrewshire Local Plan - Natural & Built Heritage Policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy ENV1: International Designations	Yes	Consolidation of international, national and local designations to one policy.	Yes	Yes
Policy ENV 2:National Designations	Yes	Consolidation of international, national and local designations to one policy.	Yes	Yes
Policy ENV 3: Local Designations : sites of importance for nature conservation (SINC)s	Yes	Consolidation of international, national and local designations to one policy.	Yes	Yes
Policy ENV 4: Local Designations : Local Nature Reserves	Yes	This policy could be considered as part of national and local designations.	Yes	Yes
Policy ENV 5: Local Biodiversity Action Plan	No	Biodiversity action plan complete. Rewording of policy.	Yes	Yes
Policy ENV6 : Agricultural Land	Yes	Review wording of policy.	Yes	Yes
Policy ENV7: Planting and management of trees and woodland	Yes	Consolidation of trees and woodland into one policy.	Yes	Yes
Policy ENV8: Protection of trees and woodland	Yes	Consolidation of trees and woodland into one policy.	Yes	Yes
Policy ENV9: Woodland Management	Yes	Consolidation of trees and woodland into one policy.	Yes	Yes
Policy ENV10: Regional and Country Parks	Yes	Review wording of policy to ensure it provides adequate direction.	Yes	Yes

Part 1

Figure 1.23: Renfrewshire Local Plan - Natural & Built Heritage Policies (continued)

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy ENV11 : Carts Greenspace Project	Yes	Review wording of policy.	Yes	Yes
Policy ENV12: Renfrewshire urban fringe	Yes	Criteria set out in this policy would be better outlined within SPG.	Yes	No
Policy ENV13: Conservation Areas	Yes	Consolidation of policy on conservation areas, listed buildings, etc into one policy.	Yes	Yes
Policy ENV14: Development standards for conservation areas	Yes	Criteria set out in this policy would be better outlined within SPG.	Yes	No
Policy ENV15: Development criteria for listed buildings	Yes	Criteria set out in this policy would be better outlined within SPG.	Yes	No
Policy ENV16: Listed buildings under threat	Yes	Consolidation of policy on conservation areas, listed buildings, Scheduled monuments, etc into one policy.	Yes	Yes
Policy ENV17: Development of listed buildings	Yes	Consolidation of policy on conservation areas, listed buildings, Scheduled monuments, etc into one policy.	Yes	Yes
Policy ENV18: Demolition of listed buildings	Yes	Consolidation of policy on conservation areas, listed buildings, etc into one policy.	Yes	Yes
Policy ENV19: Scheduled Ancient Monuments	Yes	Consolidation of policy on conservation areas, listed buildings, Scheduled monuments, etc into one policy.	Yes	Yes
Policy ENV20: Unscheduled sites of archaeological significance	Yes	Consolidation of policy on conservation areas, listed buildings, Scheduled monuments, etc into one policy.	Yes	Yes
Policy ENV21: Gardens and designed landscapes	Yes	Consolidation of policy on conservation areas, listed buildings, Scheduled monuments, etc into one policy.	Yes	Yes
Policy ENV22: Per cent for art	No	Criteria set out in this policy would be better outlined within SPG.	No	No
Policy ENV23: Applications for advertisement consent	Yes	Criteria set out in this policy would be better outlined within SPG.	No	No

Policy L1 – L8: Open Space

Policies contained within this chapter relate to both formal and informal recreation which includes playing fields associated with sports activities, allotments, amenity space and play areas. The objectives set out are:

- To make appropriate land use allocations in respect of sport and recreation provision;
- To protect important active recreational, formal and informal open space and allotment gardens from development pressures;
- To ensure adequate provision of open space, including areas for children's play in new housing developments.

The policies set out within this topic have successfully protected many existing active formal and informal areas of open space from development. Where development has been allowed on recreational open space, replacement facilities of a higher and more modern standard have been implemented. In terms of open space and recreational provision within new developments, all residential development over a certain size either have adequate provision as part of the planning approval or there has been a contribution to upgrading existing facilities nearby as part of a planning or legal agreement.

In the past decade there have been a number of developments such as new and additional sports facilities at Penilee, Seedhill and the Lagoon Leisure Centre in Paisley. The provision of a new sports pavilion and upgrade of sports pitches at King George V Playing Fields in Renfrew.

Improvements to the sports facilities in Erskine and the provision of 2 new football pitches and 9 upgraded sports pitches delivered through the Glasgow Airport Rail Link project.

The policies are as follows:

POLICY L1:	Protection of active recreational open space facilities
POLICY L2:	Planning agreements to secure alternative provision of open space or recreational facilities
POLICY L3:	Protection of formal and informal open space
POLICY L4:	Protection of lesser open spaces and recreational facilities
POLICY L5:	Open space in new housing developments
POLICY L6:	Protection of a site at Braehead, Renfrew for various leisure uses
POLICY L7:	Protection of allotment gardens
POLICY L8:	Craigend, Erskine

Seedhill Playing Fields



Images from Renfrewshire Council, Planning and Transport

Since 2006, there has been an increasing demand for allotments and other community growing spaces in Renfrewshire

and the new LDP will require to look at policies and possible land allocations to satisfy this growing demand.

New Riverview Park at Renfrew North



Images from Renfrewshire Council, Planning and Transport

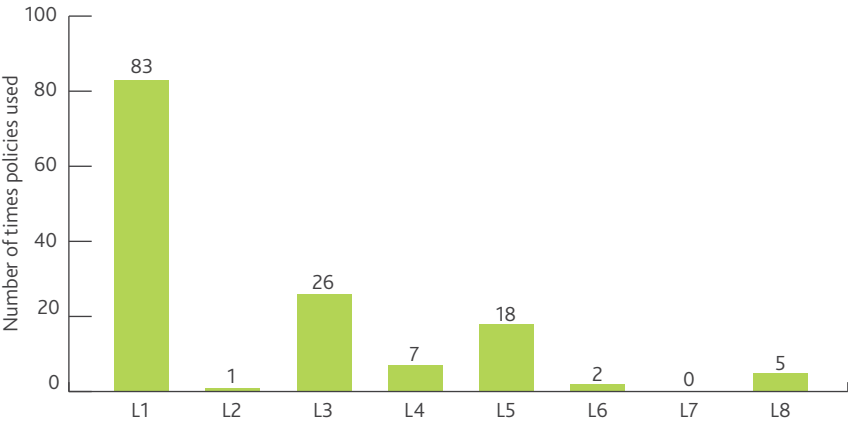
In terms of how the policies contained within this chapter have been used in the determination of planning applications since 2006, Policy L1 the protection of active open space has been used most frequently. Surprisingly Policy L5 which relates to open space in new housing development, has not been used very often in the assessment of planning applications.

It is likely that open space requirements are considered when assessing the overall layout and design of new residential developments and therefore it questions the need to have a specific policy in the Local Plan. It would be more appropriate for open space requirements to be

contained within SPG as part of criteria and guidance to assess new developments. Figure 1.24 outlines the use of the policies.

Figure 1.25 outlines possible changes, additions and rationalisation of the policies contained within this policy area.

Figure 1.24: Use of Open Space and Recreation policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.25: Renfrewshire Local Plan – Open Space policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy L1: Protection of active recreational open space facilities	Yes	Retention of this policy, review wording.	Yes	Yes
Policy L2: Planning agreements to secure alternative provision of open space or recreational facilities	Yes	This policy has only been used once since 2006. A developers contribution SPG would be more appropriate to set guidance and criteria for assessment.	Yes	Yes
Policy L3: Protection of formal and informal open space	Yes	Perhaps combine both Policy L1 and L3, protection of all informal and formal open space.	Yes	Yes
Policy L4: Protection of lesser open spaces and recreational facilities	Yes	As above, consolidation of Policy L1, L3 and L4.	Yes	Yes
Policy L5: Open space in new housing developments	Yes	Should be design guidance as part of SPG	Yes	Yes
Policy L6: Protection of site at Braehead, Renfrew for various leisure uses	No	The sites outlined in this policy have been developed, policy no longer applicable.	No	No
Policy L7: Protection of allotment gardens	Yes	Retain policy, requires rewording.	Yes	Yes
Policy L8: Craigend, Erskine	No	Specific policy for an area of open space not considered necessary, areas of open space should be covered by a general policy that protects all open space.	No	Yes

Policy Ren 1: Renewable Energy

The need to increase the production of energy from renewable sources has gained momentum through the consequences of climate change. The Local Plan aims to reflect the Government's policy of increasing the energy produced by renewable sources whilst ensuring that there is no unacceptable damage to the environment or amenity.

There is only one policy within this section of the Local Plan, this is:

POLICY REN 1:

Criteria for assessing proposals for development of renewable energy sources.

Policy Ren 1 has been used 17 times over the last few years. This low use probably reflects the low numbers of applications for new installations of renewables. The existing constraints that prevent wind turbines from being located in the Renfrewshire area, such as Glasgow Airport safeguarding, is likely to be a possible explanation, especially since wind turbines have been installed in most other local authority areas surrounding Renfrewshire.

Figure 1.26: Renfrewshire Local Plan – Renewable Energy policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy REN1: Criteria for assessing proposals for development of renewable energy schemes	Yes	Retention of policy with rewording to promote all renewable energy schemes.	Yes	Yes

In recent years, there has been an increase in looking at other renewable energy technologies such as biomass and energy from waste. An example of this is the planning application that has been granted in Linwood for the installation of an anaerobic digester at a former sewerage works by Scottish Water, to convert garden and domestic food waste into energy and compost.

In terms of alterations, possible additions and rationalisation, there is only one policy contained within this topic area and a general policy on renewables is probably sufficient.

Policy M1 – M2: Mineral Extraction

Mineral extraction is not an operation that is actively performed within Renfrewshire, with no working mines and only two working quarries. The main objectives are therefore to ensure that any proposals for mineral extraction in the Renfrewshire area are fully justified in terms of a strategic demand and supply and that if a need is identified, then this cannot be at the expense of the environment or amenity.

There are two policies within this section of the Local Plan, they are as follows:

POLICY M1:	Assessment of requirement for mineral extraction
POLICY M2:	Criteria for assessing proposals for mineral extraction

Both M1 and M2 have not been used since the adoption of the Local Plan in 2006, therefore the need for the policies is questionable.

Figure 1.27: Renfrewshire Local Plan – Mineral Extraction policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy M1: Assessment of requirement for mineral extraction	No	If there is no need identified at the strategic level then there will be no need for a policy in a local development plan.	No	No
Policy M2: Criteria for assessing proposals for mineral extraction	Yes	Criteria and guidance could be set out with SPG as part of an assessment for all developments.	Yes	Yes

Policy W1: Waste Management

The rapid increase in waste production and the need to find suitable sites for waste disposal has meant that waste is an important policy area within the Local Plan. The main objective set out to manage waste more appropriately is:

- To ensure that, in the consideration of any proposals, the protection of the environment and the effect on amenity is given proper consideration.

There is only one policy within this section of the Local Plan:

POLICY W1:	Criteria for assessing proposals for waste disposal facilities.
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Recently the Council approved an application in Linwood to a large private waste operator to take waste, process it and reduce it to compost. This prevents a portion of waste from going to landfill and the by-product can be sold.

There has been very little use of Policy W1 in the determination of applications. However as the need for more recycling sites to sort, recycle and manage the waste produced, policies will be required to guide and outline appropriate sites for managing waste.

Figure 1.28: Renfrewshire Local Plan - Waste Management policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy W1: Criteria for assessing proposals for waste disposal facilities	Yes	Retention of policy, review of wording to ensure the policy guides the right waste management operations to the right sites.	Yes	Yes

Policy Tel 1: Telecommunications

The main aims and objectives set out within this Local Plan chapter is to ensure there is an appropriate level of telecommunications infrastructure without causing unacceptable impact to the environment or to the detriment of visual amenity.

There is only one policy contained within this section of the Local Plan, it is as follows:

POLICY TEL 1:	Assessment of proposals for telecommunications development.
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Tel 1 has been used for all determination of applications for telecommunications. The policy sets out a comprehensive list of criteria to assess each individual application. It is unlikely that there is a need for a specific policy on telecommunications and criteria could be provided in SPG.

Figure 1.29: Renfrewshire Local Plan – Telecommunications policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy TEL1: Assessment of proposals for telecommunications development	Yes	Removal of policy with guidance / criteria for assessment contained within SPG.	No	No

Flooding and Sustainable Urban Drainage (Policy F1 – F4)

Flooding is a matter of major importance and a high priority within Renfrewshire primarily due to recent and historic flooding events and the need to implement flood protection measures, seeking to minimise the risk of flooding in the area. In considering flooding and drainage to be a high priority, the following objectives were set out:

- **Set minimum standards to reduce the risk of flooding in new developments,**
- **Ensure the risk of flooding is fully taken into account when new development proposals are being assessed and to inform the public and developers of flooding issues within the Council area.**

The policies contained within this section of the Local Plan are as follows:

POLICY F1:	Assessment of development proposals.
POLICY F2:	Assessment of development proposals – flood risk assessments.
POLICY F3:	Fulfilment of flood prevention and sustainable urban drainage requirements
POLICY F4:	Standards of flood protection

An important project within Renfrewshire has been the flood prevention works to protect existing homes and parts of the redevelopment at Renfrew Riverside. The first phase of the £8 million flood prevention scheme was completed in April 2009. A second phase, centred on the ferry dock at Kings Inch Road, was completed in Spring 2011 and will safeguard development at Renfrew North. A third phase, due to start in 2012, will see the creation of a pumping station to ensure surface water runoff in the northern parts of Renfrew will be discharged gradually decreasing the flood risk. It is expected that this phase will take around 15 months to complete.

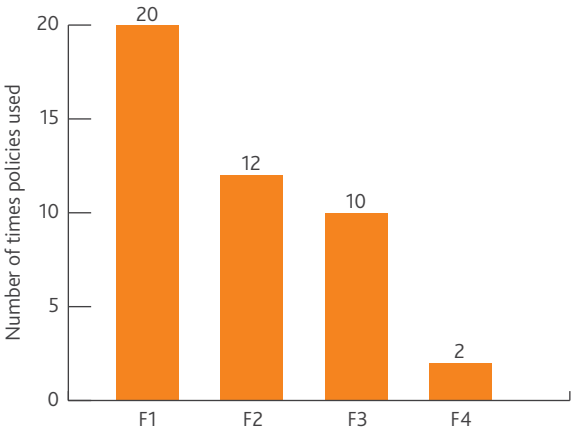
The new Renfrewshire LDP will recognise and aim to reflect the statutory framework that has been put in place through the Flood Risk Management (Scotland) Act 2009. However given that the flood

risk management plans are not due for publication until 2015, it is the intention to take account of the assessments and the identified potential vulnerable areas where the impact of flooding is highlighted within the draft flood risk management plans which will be prepared and due for completion in 2015.

The Water Framework Directive and River Basin Management Planning have resulted in significant changes to water regulation in Scotland. The LDP will require to put in place policies and proposals which assist in improving the ecological quality of waterbodies within Renfrewshire, with an

aim to reaching 'Good Ecological Status' of all waterbodies by 2015. Renfrewshire Council is a part of the Clyde Area Advisory Group and is inputting to and helping with the implementation of the River Basin Management Plans on a local level. River Basin Management Plans puts in place a statutory plan for environmental improvements to waterbodies ensuring the delivery of functional ecological networks, offering opportunities to reduce flood risk, encouraging biodiversity as well as improving areas of habitat and managing pollution. Given the statutory status of these plans, the LDP will require to reflect the Clyde Area Management Plan.

Figure 1.30: Use of flooding and drainage policies



Source: Renfrewshire Council Planning and Transport Services 2011

It appears from Figure 1.30 that the policies on Flooding and Sustainable Urban Drainage have not been used as frequent as possibly expected. The main reason for this is the wording of the policies are for planning officers to make a judgement as to whether a drainage assessment or flood risk assessment is required to be submitted with a planning application and forwarded to the Scottish Environment Protection Agency. This policy is normally used prior to an application being submitted as it sets out good and comprehensive criteria to make early judgement on a proposal. The impact on existing drainage infrastructure, potential increase in flood risk as well as the implementation of Sustainable Urban Drainage (SUDS) is integral to the assessment of any planning application and new or revised policies within the new LDP will reflect this importance.

All four policies set out within this chapter of the Local Plan outline criteria, standards and guidance that require to be adhered to for new developments within Renfrewshire. It is considered that there is a need for a general policy in relation to flood prevention and sustainable urban drainage requirements but the details contained in the four policies would be best set out in SPG.

Figure 1.31: Renfrewshire Local Plan – Flooding and Drainage policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy F1: Assessment of development proposals	Yes	Assessment criteria would be best set out in SPG.	Yes	Yes
Policy F2: Assessment of development proposals – flood risk	Yes	Assessment criteria would be best set out in SPG.	Yes	Yes
Policy F3: Fulfilment of flood prevention and sustainable drainage requirements	Yes	Retention of policy. Review of wording set out as a general flooding and drainage policy.	Yes	Yes
Policy F4: Standards of flood protection	Yes	Standards would be best set out in SPG.	Yes	Yes

Policy C1: Contaminated Land

The main aim and objective set out in this section of the Local Plan is to ensure that in assessing development proposals consideration of the possibility that there may be the existence of contamination requires to be undertaken to ensure protection of the population and general environment.

The contaminated land section only contains one policy, this is:

POLICY C1:	Consideration of development proposals involving land which may be contaminated.
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The largest site to be decontaminated within Renfrewshire is the former Royal Ordnance Factory (ROF) in Bishopton. Manufacturing at the site ceased in 2002 and proposals were prepared by BAE Systems (the owners) to bring the site back into beneficial use. Planning permission has been granted to regenerate and remediate the site using redevelopment of the land. In view of ROF's 80 years industrial history and the 1015 above ground buildings and structures on the site, all related to the former explosives manufacturing and processing activities, remediation is required in order to make the site suitable for a mixed use development.

In terms of the use of Policy C1, the consideration of the presence of contaminants is carried out when

assessing most applications, however in monitoring the use of policies of the Local Plan, Policy C1 is very rarely used. As the presence of contamination is always considered, it is unlikely that there is a need for a specific condition and general assessment standards would be best placed in supplementary guidance as a general assessment of all applications.

Figure 1.32: Renfrewshire Local Plan – Contaminated Land policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy C1: Consideration of development proposals involving land which may be contaminated	Yes	Criteria placed in SPG.	Yes	Yes

Policy N1: Noise

The objective set out in the Local Plan is to ensure noise-sensitive developments are separated from major sources of noise.

The noise section only contains one policy this is:

POLICY N1:	Noise Protection
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In March 2011, the Scottish Government published a new Planning Advice Note (PAN) Planning & Noise. The PAN supersedes both Circular 10/1999 and also PAN 56. The new PAN recognises the importance of Development Plans in limiting the number of people who are exposed to the effects of noise.

Again, as similar to that of contaminated land, noise is generally considered when assessing most applications. It is unlikely that there is a need for a specific condition and general assessment standards would be best placed in SPG.

Figure 1.33: Renfrewshire Local Plan – Noise Protection policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy N1: Noise Protection	Yes	Policy N1 – Criteria placed in SPG.	Yes	Yes

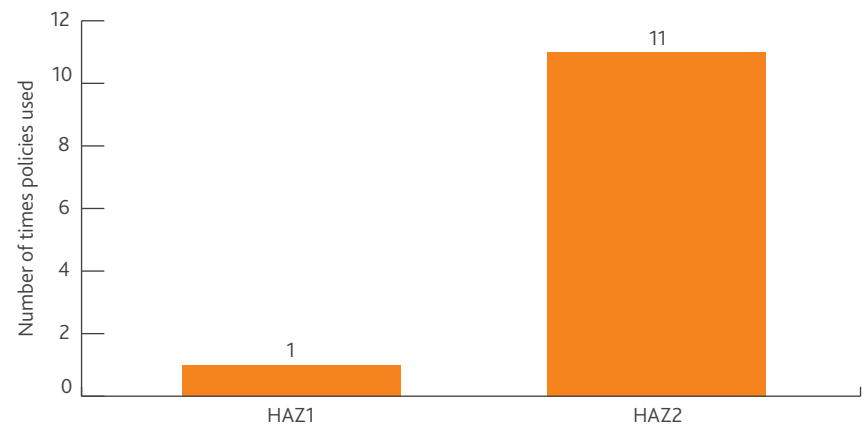
**Hazards Policy Haz 1 – Haz 2:
Major-Accident**

The Local Plan sets an objective to minimise the risk to the public of major accident posed by installations involved in the storage or processing of hazardous substances.

The Local Plan policies within this section are

POLICY HAZ 1:	Control of development involving new or existing hazardous installations
POLICY HAZ 2:	Control of development near to hazardous installations

Figure 1.34: Use of Major Accident Hazards policies



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 1.35: Renfrewshire Local Plan – Major Accident Hazards policies

	CONTINUED RELEVANCE	CHANGES REQUIRED	KEY POLICY ISSUE	INCLUSION IN LOCAL DEVELOPMENT PLAN
Policy Haz 1: Control of development involving new or existing hazardous installations	Yes	Retention of policy, need for review of wording.	Yes	Yes
Policy Haz 2: Control of development near to hazardous installations	Yes	Combine with Policy Haz 1, no requirement for two separate policies.	Yes	Yes

Summary of Changes

The monitoring of the existing Renfrewshire Local Plan has identified many areas where the existing policy direction is sound, but since adoption of the Local Plan there has been a failure to use or deliver certain policies. In these cases, the intention would be to reword policies to make them more relevant or group policies to rationalise the existing 111 policies. Most of the changes will be considered as 'minor issues', but there will be an opportunity to comment on possible changes to policy areas through participation in the LDP preparation process.

There are areas where there will be significant change in the policy direction. In these cases, areas of change will represent the 'main issues', where change and a new focus will be discussed and analysed through various methods of consultation to ensure an agreed direction for new policies within the Renfrewshire LDP. Some of the drivers for these areas of change are considered in the next part of this report.



Part 2

Emerging context and characteristics within Renfrewshire

Part 2 – Emerging context and characteristics within Renfrewshire

Part 2 of the Monitoring Statement reviews the recent trends, changes and emerging characteristics that may have implication for the new Local Development Plan. The aim is to provide a short summary outlining the 'State of Renfrewshire', the baseline profile of the current characteristics of the area along with a forecast of future year trends. The current policy direction from the Scottish Government, the Glasgow and the Clyde Valley Strategic Planning Authority and Renfrewshire Council is also outlined within this section. It is considered important to set the context within which the Local Development Plan is emerging along with the trends and emerging characteristics which are leading to the identification of key issues.

Population

- Renfrewshire 9th largest Council area in Scotland
- Renfrewshire's population has fallen by 4% over the last 10 years
- Forecast for a further 3% decrease in population by 2025 and 5.3% by 2033

Currently the population within Renfrewshire is around 169,900, of which 81,304 are male and 88,606 are female. Renfrewshire accounts for 3.3% of the total population of Scotland. Renfrewshire's population trends have fluctuated, but overall the population has fallen by around 4%. From 2001 to 2006, the population within Renfrewshire reduced by around 3.4%, however more recently this trend has changed with the population increasing slightly by 1.2% during the period 2006 to 2008. The trend for Scotland overall, has seen an increase in population by 1.7% between 1991 and 2008.¹

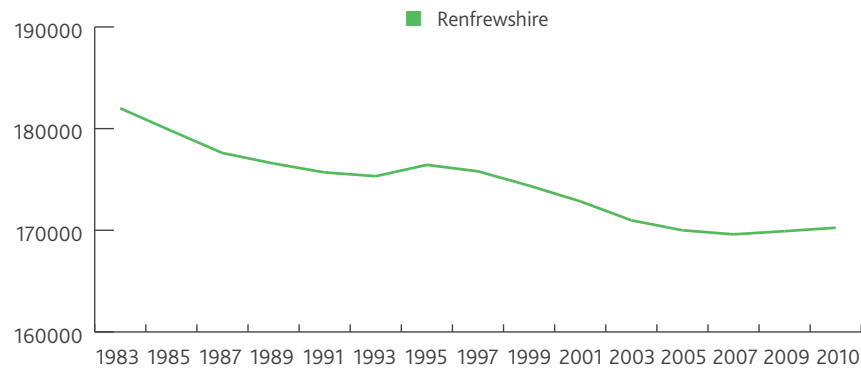
Population age structure

- Renfrewshire has an aging population
- The numbers of people in the younger and working age group are declining
- A significant increase in the number of 65–80 year olds

In terms of age profile, 17.8% of Renfrewshire's residents are aged 0 to 15 and 17.9% are aged 16 to 29 years. In the Glasgow and the Clyde Valley (GCV) area as whole, the number of children has reduced by 57,000. The largest change in the population age structure has occurred in the 30 to 44 age group where since 2002 there has been a decrease of 3.8%. Persons aged 60 years of age and older make up 22.9% of the residents in Renfrewshire, the largest group within the age structure. In the GCV area, the number of people of retirement age has increased by around 1000 per year since the year 2000. Figure 2.1 sets out the population of Renfrewshire.

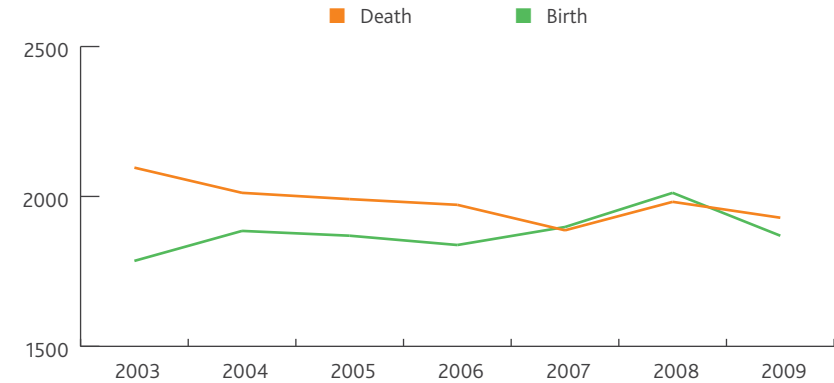
¹ <http://www.gro-scotland.gov.uk/files2/stats/population-estimates/mid-2009/mid-2009-pop-est-scotland>.

Figure 2.0: Population of Renfrewshire 1983–2010



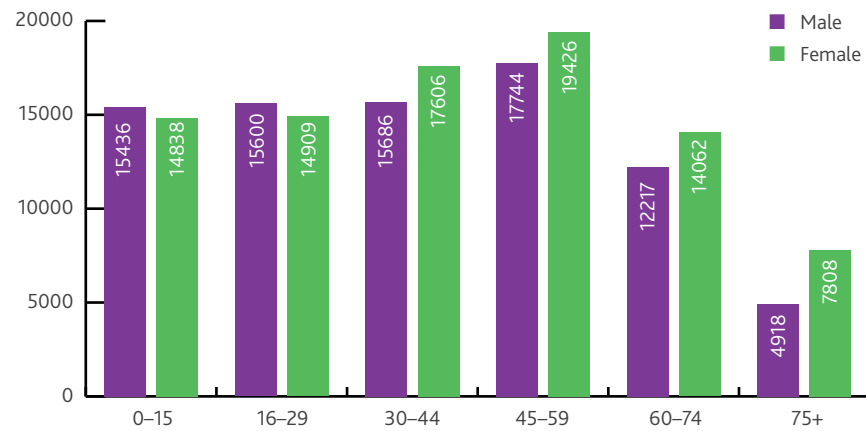
Source: NRS Mid 2010 Population Estimates

Figure 2.2: Births and Deaths in Renfrewshire



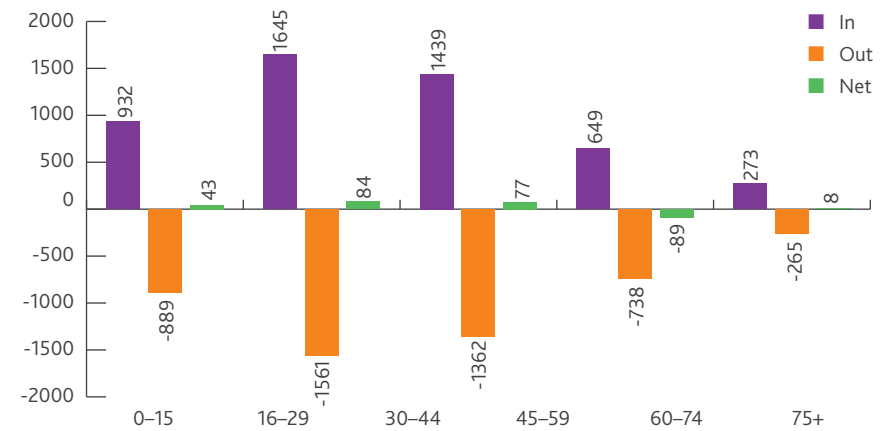
Source: NRS Mid 2009 Population Estimates

Figure 2.1: Population at June 2010



Source: NRS Mid 2010 Population Estimates

Figure 2.3: Migration Trends 2007 – 2009



Source: NRS Mid 2009 Population Estimates

Births/Deaths

- The number of births and deaths in Renfrewshire are decreasing

Between 2008 and 2009 Renfrewshire experienced a 7.1% decrease in the number of births, dropping from 212 in 2008 to 186 in 2009. The number of deaths in Renfrewshire decreased from 1982 in 2008 to 1929 in 2009. Despite this decrease in the number of deaths, Renfrewshire has a higher death rate than that recorded for Scotland as a whole. The main cause of death in Renfrewshire is circulatory disease, followed by deaths as a result of cancer.

Migration

- Recent trends in migration has altered from a net out migration between 2004 – 2007 to net in migration from 2007 – 2009
- Future projections indicate a move back to a net out migration

The loss of population arising from migration has significantly decreased in Renfrewshire since 2004, with the annual net migration in 2007 / 2008 having moved to a net inflow of people. On average in 2007 to 2009, there was a net inflow of 123 people into Renfrewshire. (4938 people entered and 4815 left Renfrewshire) The 16 – 29 year old age group accounted for the largest group of people moving into the area as well as moving out of the area.

In terms of the net inflow, West Renfrewshire has seen a sizable natural change in population gains and this appears to have compensated for net migration losses in other parts of Renfrewshire, overall resulting in a more stable population.

Population Projections

- Population set to decrease by 8% by 2033
- 47% projected increase in people aged over 75 by 2025
- 2.3% reduction in working age population by 2025
- 1.5% reduction in children by 2025

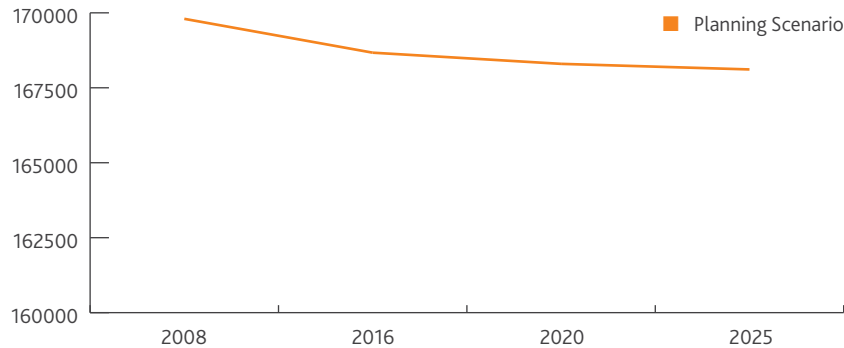
Although recent trends indicate a slight increase in population, the projected population trend anticipates a declining

population from 169,910 in 2010 to 168,300 in 2018, 166,600 in 2022 and then 160,900 in 2033. Figure 2.4 highlights this projection.

The migration assumptions for the Renfrewshire area are based on the net migration in the 10 year period from 1998 to 2008. Therefore the projected population change generally reflects patterns in the recent past.

It is predicted that Renfrewshire will experience an aging population, in particular the over 75 age range is expected to see a huge increase of around 47%, therefore there is likely to be a need for additional services for the elderly. The

Figure 2.4: Planning Scenario – Projected Population for Renfrewshire (2008–2025)



Source: GCV HNSA table 7

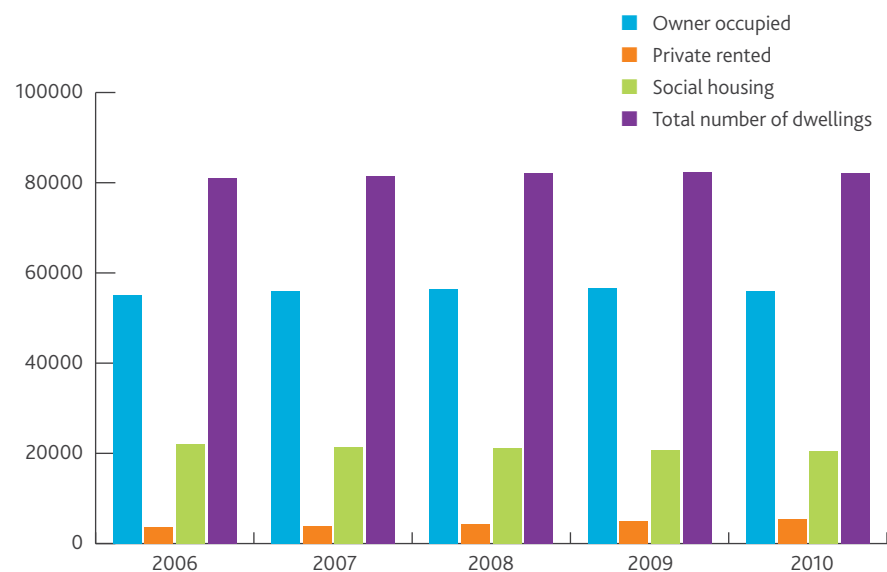
number of children and those in the working age group is forecast to decrease by around 3.7%. For GCV area as a whole, there is expected to be some growth in the working age population, although it is anticipated that there will be a reduction in the number of younger adults in the early twenties and middle-aged people in their forties. The number of children is projected to show very little in terms of change.

Total Dwellings

- Around 82,500 dwellings are located in Renfrewshire
- The number of households has been increasing since 2001
- Owner occupation continues to be dominant tenure at 68% with 25% social rented sector and 7% private rented
- 56% of Renfrewshire's dwellings are houses and 44% are flats
- Houses make up 20% of the social rented stock with 80% being flats

The number of dwellings in Renfrewshire grew from 81,045 in 2006 to 82,200 in 2010. Figure 2.5 outlines the trends in the

Figure 2.5: Housing Stock by Tenure within Renfrewshire



Source: Renfrewshire Council Planning and Transport Services 2011

number of dwellings since 2006. From 2002 to 2008, there was a relatively small increase in dwellings, it is considered that this was due to the high level of demolitions of low demand council housing, within Social Inclusion Partnership Areas, offset by the number of newly built houses.

In terms of tenure, similar to that of the rest of Scotland, owner occupation continues to be the dominant tenure at 68%, this has increased 3% since 2004.

However there was a slight reduction by around 1% in this tenure in 2010. The proportion of private rented sector properties remains small at 7%, however this sector has grown year on year since 2002. Social rented stock accounts for 25% of the total households in Renfrewshire.

North Renfrewshire and West Renfrewshire both have high levels of owner occupation (87% and 86% respectively), whereas Johnstone and Elderslie has the lowest proportion of owner occupation at 58%,

with a high level of social renting at 38%. The private renting sector is most common in Paisley and Linwood at 7% and least common in North Renfrewshire at 3%.

New build housing developments by housing associations have increase the housing supply in Renfrewshire by almost 10% since 2004. Much of this new build has been for particular needs such as very sheltered housing units for the elderly. In terms of new build activity of the private sector in 2009 there were only 184 new build starts, a decline of 75% from the peak in 2005.

Affordable housing completions have averaged around 140 over the past six years. Unlike the private sector, affordable housing completions have kept momentum due to the Scottish Government expenditure through the Affordable Housing Investment Programme (AHIP). Renfrewshire's funding allocation through AHIP in 2008/2009 was £12.5 million, £14.6 million in 2009/2010 and £7.96 million in 2010/2011. However with the Scottish Government facing an 11% cut in its budget in real terms between 2011 and 2015 this is likely to result in the reduction in capital funding by 33% by 2014/15. Funding from the Scottish Government for affordable housing has changed with the introduction of the Investment and Innovation Fund for 2011/12, a new £50

million competitive funding arrangement to deliver new affordable homes by both Registered Social Landlords (RSLs) and Councils. There is therefore uncertainty in what can be obtained by both the Council and RSLs. Furthermore with the current slowdown in private house building, additional affordable housing provision through legal agreements has also substantially reduced. It is therefore unlikely that the levels of affordable housing building will reflect past trends, unless new models and new approaches with partners in the public and private sectors can be developed.

Household Projections

- Predicted growth in the number of households to be between 4% and 8% by 2033
- One adult households predicted to show largest growth
- Most owner occupied houses will be headed by people over the age of 40

The future housing requirements across all tenures for Renfrewshire has been undertaken by housing and planning

in partnership with seven other Local Authorities in the Glasgow and Clyde Valley area. A Housing Needs and Demand Assessment (HNDA) has been undertaken to provide the credible and robust evidence base for informing housing supply targets and allocating the right amount of land for housing within Development Plans. It provides estimates of the number of additional new homes that are required to meet the need and demand for the private and social housing sectors including affordable housing and housing for particular needs. Future projections of population, households and of housing need and demand, are always subject to a degree of uncertainty, the further forward the projection, the greater this becomes.

The HNDA identified two growth scenarios for the Glasgow and the Clyde Valley area. These are a 'Planning Scenario' and a 'Lower Migration Scenario'. The differences between the two assumptions relate to projections regarding the scale of growth within the area. The planning scenario predicts an optimistic outlook for the area with a population growth of 67,000 by 2025. The lower migration scenario predicts a more moderate growth for the area with 23,000 population growth by 2025. The planning scenario assumes a constant net migration, that there will be an increase in the number of people moving

into the area. Figures 2.6 and 2.7 outline Renfrewshire's projected households to 2025 under both the planning scenario and the lower migration scenario.

The planning scenario projections are based on household formation between 1991 – 2008 period, with the lower migration scenario based on the period between 1991 and 2001. The planning scenario therefore

uses the most up-to-date information and also avoids relying on household formation data in a particular set of circumstances, such as the higher house prices that was evident in the years 2001 to 2008, as a basis for projecting the future.

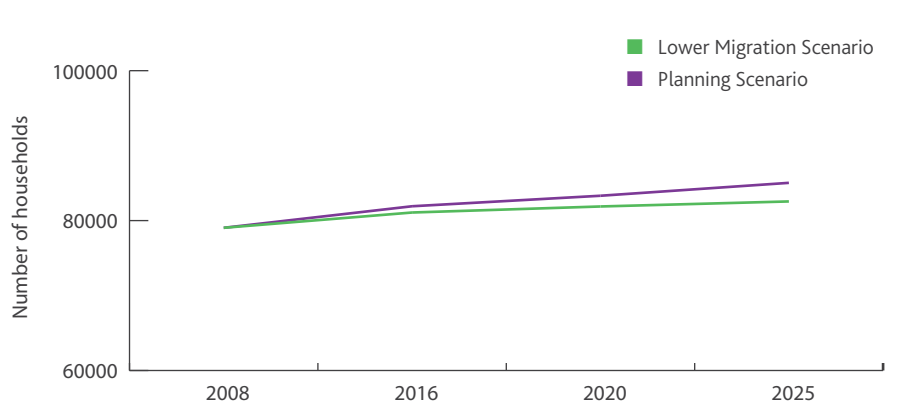
The vision of the SDP is to pursue an economic scenario aimed towards creating a low carbon sustainable economy for

Figure 2.6: Estimated and Projected Households 2008–2025

	2008	2016	2020	2025
Lower Migration Scenario	79037	81077	81883	82555
Planning Scenario	79037	81912	83314	85036

Source: GCV HNDA 2011

Figure 2.7: Projected Numbers of Households in Renfrewshire



Source: GCV HNDA 2011

the GCV area. This reflects the Scottish Government's 'Low Carbon Economic Strategy for Scotland'. On this basis, the planning scenario is considered to be the most appropriate demographic scenario to achieve the economic aspirations of the LDP.

The household projection results for the GCV area using the planning scenario shows an estimated increase in households from 804,700 in 2008 to 859,100 in 2016 and 918,400 by 2025. Across the GCV area there is an estimated requirement for 97,000 private sector households to be built by 2025, this equates to 6000 private sector completions per year.

In terms of Renfrewshire, the housing supply targets that require to be built each year until 2025 are highlighted in Figure 2.8.

The HNDA also sets out estimates of the level of need for housing in the affordable and private sectors, taking into account the projected demographic changes, projected housing stock levels and estimates of the affordability of different housing options. The conclusions from the HNDA on the affordable housing need for Renfrewshire indicated that there would be an overall shortfall in affordable units between 2011 and 2016. Figure 2.9 demonstrates the possible shortfall within both of the projected scenarios.

Figure 2.8: Housing Supply Targets

	2011-2016 (5 YEARS)	2017-2025 (8 YEARS)
Affordable Housing	150pa	150pa
Private Sector Housing	740pa	538pa
Renfrewshire	890pa	688pa

Source: GCV HNDA 2011

Figure 2.9: Affordable Housing Requirement in Renfrewshire 2011–2016

	LOWER MIGRATION SCENARIO	HIGHER MIGRATION SCENARIO
2011–2016	773	916

Source: GCV HNDA 2011

In terms of where the affordable housing need is greatest, Paisley, Linwood and North Renfrewshire show the greatest need, while Johnstone and Elderslie have a surplus.

Household Change

- Increase in households headed by person aged over 75
- Owner occupation is a minority tenure for households aged under 25
- Very strong relationship between age and the ability to access owner occupied housing
- Renfrewshire residents are living in smaller households
- Increase in one adult homes
- Decrease in two adult family homes

the fact that people are living in smaller households. Should current trends continue the number of households is likely to increase between 4% and 8%.

In Renfrewshire, the proportion of one adult households is predicted to show the largest increase from 37% in 2008 to 44% by 2025. In terms of the largest decrease in household size, the proportion of two adult family homes is likely to decrease by 19% by 2025. Currently the largest households are found in West Renfrewshire with a high concentration of single person households in Paisley and Linwood.

Affordability of housing for new households is changing rapidly. Older households are far more likely to be owners than those in the age groups 16 – 35. In the 30 – 35 age group, 60% of households are owners.

Although the overall population is expected to decline this is likely to be accompanied by a growth in the number of households. It is anticipated that the number of households will increase due to

Household Groups

- **A 47% increase in residents over the age of 75 by 2025**
- **39% of all households have a person with a long term illness/disability**
- **Minority ethnic communities make up 3.2% of Renfrewshire's households**

From now until 2025, there is likely to be a 47% increase in the number of older person households. This is likely to have significant implications for support services to enable people to continue to live at home for as long as possible as well as having implications for specialist residential provision including extra care housing (sheltered and very sheltered) and care homes. The policy direction at all levels is based on the principle of enabling older people to continue to live independently at home and in their community, with appropriate levels of support where required.

The scope to build new specialist accommodation is likely to be limited over the next five years especially given the constraints on expenditure. The focus

will therefore be on maximising best use of existing housing stock and ensuring specialist accommodation continues to meet the needs of older people.

In Renfrewshire there are around 30,820 households that have one or more persons in the household with a long term illness/disability. Again the policy direction is to support people in their own home for longer in order to maximise their independence. Based on past trends and demographic forecasts, it is anticipated that there will continue to be a need for a number of adaptations to be carried out to homes. However the challenge will be in funding the continuous growth in this activity.

In Renfrewshire, there are around 17,000 adults with a mental health problems that will require to be supported. It is recognised that there is a relationship between the physical, social and economic environment and health and well being. However in the past despite underlying assumptions that actions to improve housing and undertake regeneration of area would in turn improve the health of communities, health is not always viewed as the primary objective, driving force or outcome behind regeneration activity. In some cases this may have limited the potential for regeneration maximising

positive health outcomes. The relationship between the environment and health can be complicated and creating safe and positive environments for health requires a different approach and partnership to develop options for promoting independent living with the appropriate support.

The minority ethnic community in Renfrewshire make up 3.2% of the Renfrewshire population, this lower than the Scottish average which is around 4.5%. A study carried out for Renfrewshire Council concluded that the current accommodation meets the needs of the existing minority ethnic community². Therefore there is no evidence to suggest that there are specific requirements for this group in terms of housing. It is recognised that the majority of the minority ethnic community live in private sector housing and are likely to continue to do so, however there is some evidence at the GCV level that there is an increasing need for access to social rented housing and this may be a trend in the future that will require to be addressed.

Currently there is no operational site provision for gypsy travellers in Renfrewshire. In the GCV area as a whole only three local authorities have public

site provision, one of these also has private site provision. There have been around 10 unauthorised encampments in Renfrewshire over the last 5 years. Given the number of unauthorised encampments, Renfrewshire Council recognise that there is an issue that requires to be resolved and this will require to be discussed through the preparation of the LDP.

It has been highlighted within the Glasgow and the Clyde Valley HNDA that the numbers of travelling showpeople and their families are expected to increase slightly in the next 5 to 10 years. Consideration of this need may require to be considered in the LDP preparation process.

Policy Direction

Scottish Government's policy direction over the last few years has been to increase the supply of new homes, identifying a generous supply of land for the provision of the right housing in the right area. Land identified for new housing requires to be effective in that Local Authorities require to identify land that can be developed and delivered within the LDP period.

At the strategic level, the HNDA concluded that there would be no significant requirement to expand the supply of land for private sector housing within the area up until 2025. It was considered

² Housing Needs of Minority Ethnic Communities in Renfrewshire, ODS Consulting (2009)

that sufficient land had been identified by each of the eight Local Authorities within the Glasgow and the Clyde Valley area through the housing land audits and the urban capacity studies. In terms of the social rented sector there is a small shortfall in units required to be met. In relation to affordable units, the estimated need for the Glasgow and the Clyde Valley area is around 81,000 households. Within Renfrewshire where there is an estimated need for affordable units in and around the communities in the west of Renfrewshire.

If all Local Authorities within the Glasgow and the Clyde Valley area aim to achieve higher migration into the area by adopting the more optimistic assumptions, it will be the main driver underlying the future demand for households within Renfrewshire. In both of the projected scenarios, the planning scenario and the lower migration scenario, Renfrewshire's population will experience a small decline in the early stages. However by 2025, Renfrewshire will gain population but this is outweighed by higher levels of people moving out of the area. This is a trend that will require to be stabilised to try and stem a declining population. Renfrewshire Council will require to ensure that there are sufficient economic opportunities and that Renfrewshire is an attractive place to work, invest, visit and live.

In the context of an aging population, the constraints on public expenditure, together with considerations for client preference, health and social care policy is increasingly moving away from institutional forms of care towards a model of housing support being provided for people to remain in their home for as long as possible. This will require to be considered when looking at future projections of need and demand for housing.

Having the right amount of land for housing in the right locations is likely to be a 'main issue' that will be highlighted in the Renfrewshire MIR.

Health

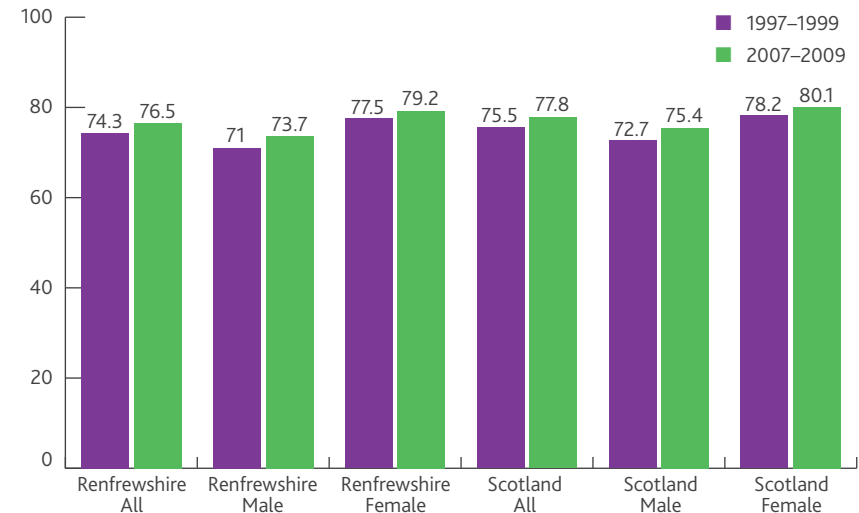
- **Renfrewshire's life expectancy is lower than national average**
- **There are an estimated 17,000 adults with mental health problems**

In 2007–2009, life expectancy for a person living in Renfrewshire was 76.5 years, an increase of 2.9 per cent when compared to 1997–1999. Female life expectancy in

Renfrewshire (79.2 years) is greater than male life expectancy (73.7 years), but both were lower than the Scottish average. Figure 2.10 compares the national average and the life expectancy in Renfrewshire between 1997–1999 and 2007–2009.

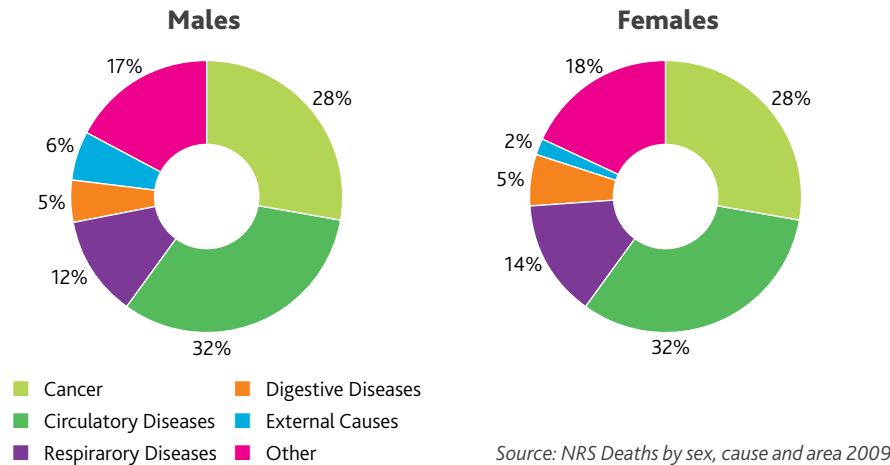
Alcohol consumption is a particularly acute problem. Renfrewshire has the fourth highest rate by a local authority of alcohol related death in males in the UK. Over 1650 patients are admitted to hospital annually for alcohol related or associated causes and there have been 336 deaths due to

Figure 2.10: Life Expectancy within Renfrewshire



Source: NRS Deaths by sex, cause and area 2009

Figure 2.11: Cause of Death in Males and Females in Renfrewshire (2009)



alcohol in the last five years. An estimated 37,000 adults smoke in Renfrewshire, slightly less than the Scottish average. During the period between 2002 and 2009, there have been 135 drug related deaths in Renfrewshire.

The number of deaths in Renfrewshire decreased from 1,982 in 2008 to 1,929 in 2009. Over the period 2007 to 2009 the overall death rate was higher for males than for females. Compared to Scotland as a whole, over the period 2007 to 2009, Renfrewshire had a higher death rate. Death rates from cancer, coronary heart disease and cerebrovascular disease (in

the under 75s) are all above the Scottish average but have fallen considerably in recent years.

Many factors influence health, alongside individual choices, employment and wealth. By collectively improving a whole range of circumstances and environments, this should offer opportunities to improve people's life circumstances and hence their health.

A healthy life expectancy needs to be increased within Renfrewshire in order to achieve the Scottish Government's overall purpose of sustainable economic growth.

Recent studies have indicated that there are clear connections between mortality rates, health, wellbeing and deprivation.

The Scottish Government recognises the importance of green space as well as access to open spaces and is committed to the provision of an environment which contributes towards well designed, cohesive sustainable places with access to amenities and services. The importance of a quality environment, nature and green space in promoting health and wellbeing is recognised.³ Renfrewshire LDP requires to ensure that policies and proposals seeks to promote developments which create environments that make the healthier choice the easier choice, helping to transform and change behaviours to improve health, regenerate communities and enable disadvantaged communities to access opportunities as well as have a positive impact on active living.

³ Equally Well – report of the ministerial task force on health inequalities, Scottish Government (2008)

Deprivation

- **Deprivation has worsened in Renfrewshire since 2006**
- **Renfrewshire is the 8th most deprived area in Scotland**
- **Over 26,000 people live in the most deprived 15% of areas in Scotland**

Deprivation can be the combination of various factors including lack of employment opportunities, low income, poor quality housing, derelict sites and buildings, contaminated land, health inequalities, insufficient transport infrastructure as well as barriers to learning, sport and recreation. Within Renfrewshire's Community Plan 2008 – 2017, there are 10 specific headline targets that are set out to try and reduce the elements that lead to deprivation. Renfrewshire Council recognises the need for a combined physical, social and economic approach to tackling deprivation and encouraging high quality regeneration outcomes.

Although there has been a focus on efforts to try and tackle deprivation, Renfrewshire's relative position in terms of deprivation has worsened as shown in the

Scottish Indicators of Multiple Deprivation (SIMD) 2009, in comparison to SIMD 2006. The SIMD 2009 shows Renfrewshire to have a population of 29,190 within the most deprived 15% in Scotland. This is an 11% increase from the SIMD 2006 in which Renfrewshire had a population of 26,321 within the most deprived 15% of areas in Scotland. However this still compares better to the SIMD 2004 position, where a population of 32,450 lived within the most deprived 15% areas in Scotland. The approach within the LDP will be to have policies that continue to encourage proposals that will aim to lessen the economic, social and physical decline of places.

Policy Direction

Renfrewshire Council recognise that there are strong links between poverty, employment, physical health, mental health, wellbeing and placemaking. It is considered that a good quality environment, with access to open spaces, connections to walking and cycling routes along with opportunities for all to good quality housing, transport, services and sport and recreation is important.

The direction from the strategic level is to help secure improved health and quality of life through the promotion of a large

functional, accessible green network across the Glasgow and the Clyde Valley area and beyond to stretch across central Scotland, to ensure most residents are able to access to green space for leisure and recreational pursuits which will benefit healthy and more sustainable lifestyles. The Glasgow and the Clyde Valley Green Network linking up to the Central Scotland Green Network will support improvements to the quality of the living environment, creating a network of routes. Through the creation of a green network, there will be opportunities to promote healthier lifestyles, connect and enhance natural habitats as well as attract and retain enterprise and investment in an area.

The commitments within Renfrewshire's Single Outcome Agreement, through the priorities set out by the Local Outcomes aims to bring about change for the area, providing a policy direction to increase levels of health, reduce levels of deprivation and protect and enhance the built and natural environment. Through the Community Plan and a partnership approach with Community Planning partners, targets have been set to tackle the issues associated with the life expectancy of residents within Renfrewshire by improving the levels of both physical and mental health.

The policy direction that requires to be set out in the LDP is to help create and develop an environment and place where the physical wellbeing of residents is improved, aiding both physical and mental health by providing attractive locations to stimulate investment, creating vibrant sustainable communities and a network of routes to open spaces.

Economic Context

- 2,500 jobs were lost from the Renfrewshire economy between 1998-2008,
- Average growth of 0.7% in GVA between 1998-2008.
- 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.
- The marketable industrial land supply for Renfrewshire amounts to 140.1 hectares
- The take-up of industrial land has declined in the last 5 years.

Renfrewshire's Employment

Between 1998-2008 Renfrewshire's economy contracted with the loss of 2,500 jobs. Renfrewshire is forecast to reverse this trend during the period 2010-2020 with a growth of 2.09% predicted, slightly lower than the 2.32% growth expected for Scotland. While the number of jobs

has declined in Renfrewshire there has been growth in the number of registered businesses. In 2008, there were 3,700 VAT-registered businesses in Renfrewshire. This was 500 more than in 1998, a growth rate of 17% which was slightly higher than the average of 16% across Scotland. During the same period there was an average growth in Gross Value Added (GVA) of 0.7% in Renfrewshire, in contrast to average growth rates of 2.5% for Scotland. GVA growth is forecast to improve within Renfrewshire during the period 2010-2020 with 2.3% growth per annum expected which compares well with the predicted growth of 2.3% in Scotland

Figure 2.12 identifies some of the key indicators of the health of Renfrewshire's labour market relative to the Glasgow and the Clyde Valley area and Scotland as a whole.

Industrial Land Supply

The marketable, industrial land supply for Renfrewshire at March 2011 amounted to a total of 140.01 hectares (ha). 76.98 ha of this marketable supply are verified quality sites, 60.08ha are potentially quality sites and 2.95 ha are other marketable land. 84% of Renfrewshire's verified quality sites are within the Glasgow Airport Zone Strategic Economic Investment Location (SEIL) and the Hillington and Renfrew North SEIL as identified by the Glasgow and the Clyde Valley Strategic Development Plan Proposed Plan. Between April 2010 – March 2011, there was no new build take-up of industrial and business land. Industrial and Business development during this period was focused on extensions to existing properties and developments within the site envelope of existing industrial and business uses. Renfrewshire has had modest levels of

industrial and business land take-up in the last 5 years with the average being 3.5ha. The estimated ten year demand estimate for Renfrewshire is 35.04ha. It should be noted that the take-up in Renfrewshire during the last 10 years is almost double this estimate and amounts to 67.32 ha. In light of the considerable supply of industrial land, the status of all the industrial areas not identified as seils is being reviewed to determine whether a wider range of land uses could be accommodated within these areas.

Vacant and Derelict Land

The total amount of vacant and derelict land, in Renfrewshire, in 2008, amounted to 954 hectares of land. 708 hectares is contained within Bishopton which is subject to comprehensive redevelopment as a community growth area. In the urban part of Renfrewshire, there is 246.3 ha of

Figure 2.12: Labour Market – Key Indicators

	UNEMPLOYMENT RATE 2009 (%)	RESIDENT EMPLOYMENT RATE 2008 (%)	EMPLOYMENT CHANGE 1998-2008 (000s)	AVERAGE WEEKLY WAGE – RESIDENCE BASED 2009	AVERAGE WEEKLY WAGE – WORKPLACE BASED 2009
Renfrewshire	4.2	75.5	-2.5	471.1	494.1
GCV	4.8	70.3	115.8	457.3	457.8
Scotland	4.5	72.9	293.7	457	455.5

Source: Nomis, APS, ABI, Oxford Economics, ASHE, DCLG

land, comprising 183 sites. Vacant land within the urban area amounts to 197 ha, whilst the amount of derelict land is 58 ha. As shown in figure 2.13, the urban vacant and derelict land totals have varied, recording a low of 220 ha in 2000 and a high of 287 ha in 2004. The average annual total for the period 1999 to 2011 is 250 ha. Development take-up of vacant and derelict land averaged 22 ha annually between 2000 and 2011 and that is shown in figure 2.14.

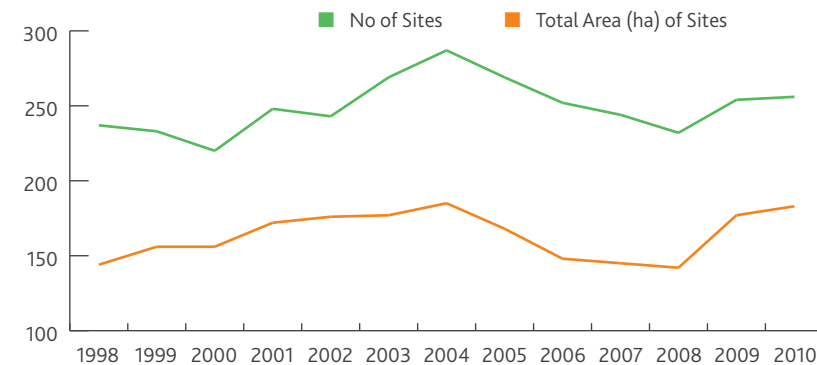
Policy Direction

The Scottish Governments policy direction has been to deliver higher sustainable economic growth and improved competitiveness and connectivity within the Scottish economy. The approach to achieving that is set out the Government Economic Strategy (GES). A key emphasis of this approach is growing the economy through provision for and investment in key sectors and new technologies.

Scottish Planning Policy states that:

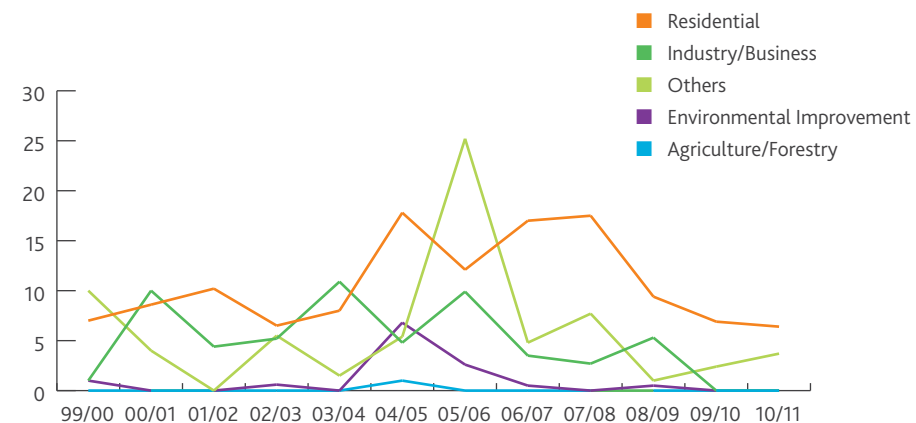
“Planning authorities should ensure that there is a choice of suitable marketable sites and locations for business allocated in development plans, including opportunities for mixed development, to meet anticipated requirements and a variety of size and quality requirements”.

Figure 2.13: Renfrewshire's Urban Vacant & Derelict Land total



Source: Renfrewshire Council Planning and Transport Services 2011

Figure 2.14: Development take-up of Vacant & Derelict Land



Source: Renfrewshire Council Planning and Transport Services 2011

Key economic locations have been identified in the SDP Proposed Plan to support a rebalanced low carbon economy for the city-region with a particular focus on key existing and new economic sectors. For Renfrewshire, the Strategic Economic Investment Locations are indicated to include Bishopton, Glasgow International Airport Zone and Hillington/Renfrew North. Renfrewshire's LDP needs to maximise the potential offered by Glasgow Airport in delivering economic growth and will require to ensure that the role and function of the key economic locations will allow for potential opportunities to stimulate development and investment as well as safeguarding existing sites.

Development planning is seen as having a major role to play in economic growth by outlining opportunities to meet the diverse needs and locational requirements of different, modern and advanced sectors as well as different sizes of sites to accommodate a range of businesses. The next LDP will require to take a more flexible approach to economic development, ensuring that the plan can adapt to changing circumstances and new opportunities as they arise.

Outlining potential economic opportunities is likely to be a 'main issue' put forward for discussion in Renfrewshire's MIR.

Retail and Retailing Centres

- Braehead has seen the largest percentage of retail investment and expenditure over the last 10 years

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 GCV area and Scotland as a whole.

The vitality of some of Renfrewshire's traditional town centres, in particular Paisley, has been put under considerable strain by the influence of Glasgow City Centre, shopping centre such as Braehead and Silverburn and also with the emergence of new form of retailing such as the internet. Paisley Town Centre has witnessed a continual increase in the amount of vacant commercial units in recent years. In 2010, 25% of all commercial units were vacant in the town centre. In recent years, the Paisley Vision initiative, through a town centre action plan has co-ordinated action to improve the market offering, profile and physical fabric of the town centre.

Johnstone Town Centre faces a number of challenges including decentralisation and competition from out of town centres. Johnstone Town Centre 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 development of a new town hall and 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.

Erskine Town Centre has done well in recent years against the backdrop of a challenging economic environment, with no vacancies in 2011. However, 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 town centre has grown in a sporadic manner and is currently constrained by the limited range of uses and facilities, with the focus being on convenience retailing and some community uses.

Other 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 not in competition with the larger centres highlighted above and they are targeted at local need, providing day to day shopping. This has enabled them to adapt and find their role more easily than Paisley Town Centre. Linwood Town Centre has continued to decline due to a lack of investment and uncertainties over

its regeneration, which is evident in the vacancy rates for the town centre. It is envisaged that the proposals to re-develop the town centre will result in dramatic improvements in terms of the vitality and viability of this centre.

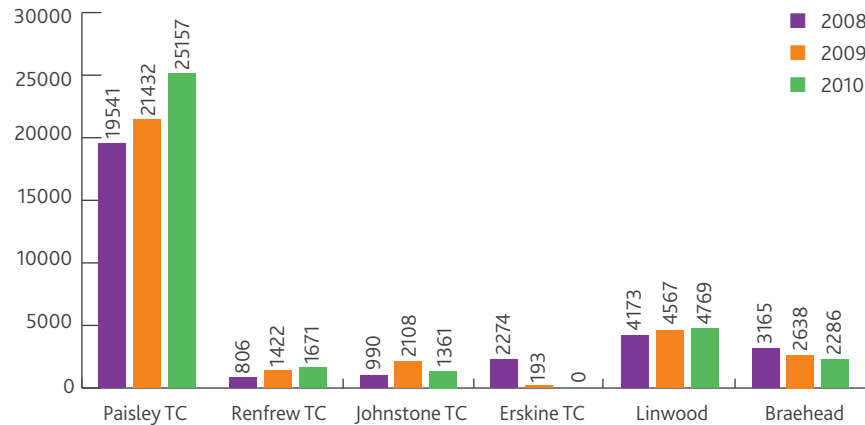
Figure 2.15 details the amount of commercial floorspace within Renfrewshire's main retail centres.

Figure 2.15: Commercial Units/Floorspace within Renfrewshire's Town and Retail Centres (2010)

COMMERCIAL UNITS AND FLOORSPACE 2010		
TOWN CENTRE	TOTAL UNITS	TOTAL FLOORSPACE
Paisley Town Centre	416	99,033
Johnstone Town Centre	126	18,600
Renfrew Town Centre	119	13,815
Linwood Town Centre	43	6,439
Erskine Town Centre	20	8,237
Braehead (inc. Xscape)	134	63,674
Total	858	209,798

Source: 2010 Assessor Floorspace and Renfrewshire Retail Study 2010

Figure 2.16: Vacant Commercial Floorspace within Renfrewshire's Main Town & Retail Centres (2008–2010)



Source: 2010 Assessor Floorspace and Renfrewshire Retail Study 2010

Figure 2.16 details the amount of vacant floorspace within these centres during the period 2008–2010.

Approximately 25% of retail floorspace in Renfrewshire lies within retail park locations. There are 4 retail parks within Renfrewshire: Abbotsinch Retail Park; Blythswood Retail Park; Braehead Retail Park; and Phoenix Retail Park. Since 2006 the retail parks, with the exception of Blythswood, have been performing well with little or no vacancies during this period. Blythswood has performed badly during this period with high vacancy rates and little investment. This retail park is in a

more marginal location and has struggled to attract retailers since the loss of key anchor stores a number of years ago. This will be a consideration for the new LDP.

Policy Direction

Scottish Planning Policy indicates that Development Plans should identify a network of centres and explain the role of each centre in the network. This will be a main issue to be reviewed in the Renfrewshire LDP process ensuring that town centres and village centres are a focus for a mix of uses, ensuring good quality services for local communities.

The SDP Proposed Plan has identified of the network of strategic centres along with the relative role and function that each have within the GCV area. In Renfrewshire the strategic centres are Braehead and Paisley. It was also recognised that retail centres have a key role and important connection to wider regeneration of areas.

The Renfrewshire LDP will need to address the role and function of each of the retail centres. The policy direction will be to enable and support a diverse and sustainable mix of activities and uses within retail centres to ensure vitality and viability.

The role and function of retail centres is likely to be a 'main issue' that will be highlighted within the Renfrewshire MIR.

Environment

- **Three Special Protection Areas**
- **Ten Sites of Special Scientific Interest**
- **566 Listed Buildings and 8 conservation areas**
- **Over 73% of Renfrewshire Council area is designated as Green Belt**

Renfrewshire Council has a significant number and range of historic buildings in a range of rich and diverse varied landscape setting. There are a number of sites within Renfrewshire which are designated for a variety of reasons. There are 3 Special Protection Areas within Renfrewshire, these are Renfrewshire Heights, Black Cart and Inner Clyde. There are ten Sites of Special Scientific Interest that are designated as being special for a variety of reasons and they range in size quite dramatically. There are several types of local designation within Renfrewshire, these are outlined in Figure 2.17.

Figure 2.17: Local Designations within Renfrewshire

TYPE OF DESIGNATION	NUMBER OF SITES	NAME OF SITE(S)	TOTAL AREA (HA)
Local Nature Reserve (LNR)	3 Declared 1 Proposed	Paisley Moss, Jenny's Well and Durrockstock Park Newshot Island	53
RSPB Reserve	1	Lochwinnoch (Castle Semple and Barr Lochs)	N/A
SWT Reserve	1	Glen Moss	19
Sites of Importance for nature Conservation (SINC)	106	Various	109840

Source: SNH

In 2010, there are 18 scheduled monuments, 566 listed buildings, 33 buildings at risk and 8 conservation areas in Renfrewshire. Formakin is the only Inventory garden and designed landscape in the Renfrewshire Council area.

Clyde Muirshiel Regional Park was formally designated in 1990. It covers 28,100 hectares and is the largest Regional Park in Scotland. The park provides opportunities for informal recreation with extensive trails and it has a range of visitor facilities provided at Barnbrock and the two designated Country Parks at Muirshiel and Castle Semple.

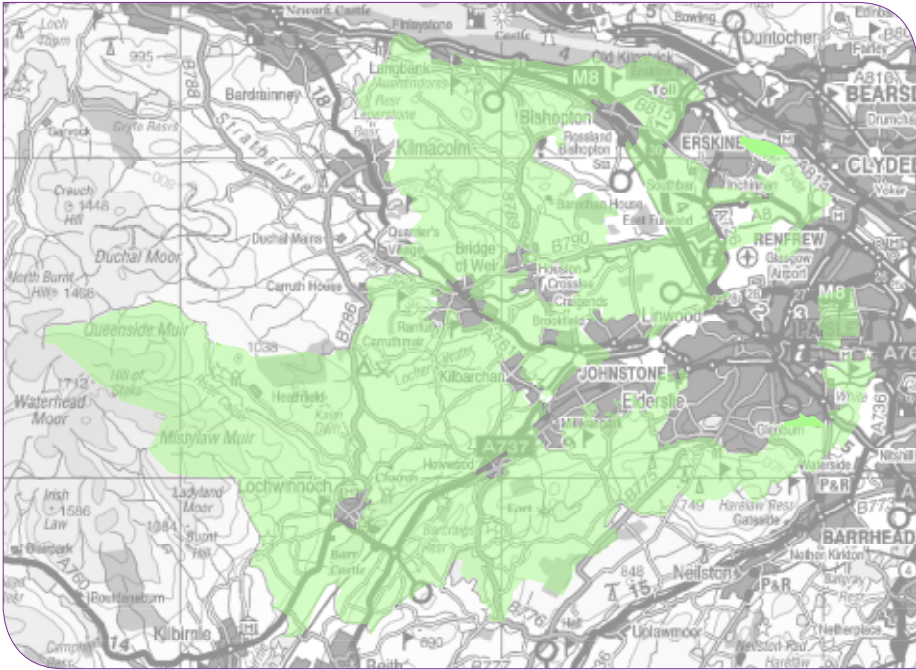
Gleniffer Braes Country Park lies to the south of the town of Paisley on the Gleniffer and Brownside Braes. It is approximately 480 acres in area. The park attracts around 300,000 visitors every year.

The Glasgow and the Clyde Valley Structure Plan and the Renfrewshire Local Plan identify parts of Renfrewshire that are covered by Green Belt policy. The Green Belt policy has been a long standing element of the Development Plan and it is drawn around the existing towns and villages. Figure 2.18 shows the extent of the Green Belt boundary which covers 73.3% of the Council area.

An initiative to connect green space, woodlands and other habitats across the central belt of Scotland is one of the Scottish Government's 14 National Projects. The Central Scotland Green Network is a large scale and ambitious initiative that aims to create a network of high quality green corridors which are well connected and accessible to a large proportion of the population. The

Green Network priorities that have been identified for Renfrewshire extend from Renfrew at the Clyde Waterfront through to Bishopton, South West Johnstone and out to Clyde Muirshiel Regional Park. At present the Green Network is not a continuous corridor of greenspace, the form and function is made up of individual greenspace pockets and islands. The Council have been working with the Green

Figure 2.18: Renfrewshire Green Belt Boundary



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Source: Renfrewshire Council Planning and Transport Services 2011

Network Partnership to try and extend and augment the network creating habitat connections, green corridors and functional green spaces.

At South West Johnstone Community Growth Area (CGA), there has been a multi-agency approach to delivering an integrated green infrastructure project at the initial masterplan stage of the development. The project is a surface water management strategy to control the amount of water entering the existing drainage system, providing a degree of water treatment, creating an integrated landscape wildlife corridor with access networks, developing an interconnection of blue and green routes to provide enhanced links for the community and also to connect to the wider Central Scotland Green Network. This project aims to integrate environmental, social, access, health and regeneration elements together as well as extending the network, creating regeneration which is more 'outcome focused', transforming places and hopefully the community.

In terms of forestry and woodland, within Renfrewshire, there is a total of 2555.5 hectares of woodland cover. Included within this total are coniferous plantations, riparian wood, ancient and semi-natural woodlands and mixed plantations. Urban woodlands and street trees are also

considered to be an important component of this resource.

Renfrewshire's Local Biodiversity Action Plan recognises the value of the woodland habitat and it proposes that the current extent of ancient semi natural woodland should be maintained and where possible increased.

Policy Direction

Scottish Planning Policy indicates that Development Plans should provide a framework for protection, conservation and enhancement of all elements of the built and natural heritage to ensure all developments are assessed in terms of their impact on the historic and natural environment. The environment needs to be viewed holistically, looking at the inter-relationship between buildings, green spaces and networks, landscapes, habitats, the water environment, ecosystems, biodiversity, access, health, placemaking, communities and the opportunities to link all these elements together.

In terms of Green Belt, the policy direction from both the Scottish Government and the SDP is to direct proposals to the most appropriate sustainable locations, supporting regeneration and renewable energy schemes as well as protecting open space, the natural environment and

landscape setting. A review of the Green Belt in Renfrewshire has been undertaken. The details of that review are contained in a background report which accompanies the Renfrewshire MIR.

The identification of the Central Scotland Green Network (CSGN) as a national development in NPF2 has been reflected in the SDP Proposed Plan. The Glasgow and the Clyde Valley Green Network is considered to be fundamental to the overall strategy of the SDP and to the CSGN. Spatial priorities are identified in the SDP Proposed Plan, these locations include Renfrew and Johnstone / Black Cart Corridor. The spatial priority locations will provide an opportunity to extend and augment the network by delivering multi-functional projects that promote drainage and flood management, create improved access, provide opportunities to enhance open space, landscape and biodiversity as well as delivering benefits to the community. Improvements to the Green Network linkages and connections, as well as promotion of proposals which will allow the development of the Green Network, will be considered as an integral part of the policy formation in the LDP. New models and approaches will require to be developed in order to successfully deliver Green Network core areas, corridors and greenspaces.

A Forestry and Woodland Strategy (FWS) has been developed for the SDP, to guide woodland expansion and management for the GCV area. The Green Network concept is critical to developing the FWS given that forests, woodlands and trees make an important contribution to the character of landscapes, quality of greenspaces and provide habitats. Consideration for the LDP will be how to maximise the role of woodland to conserve and enhance a diverse range of species and habitats, creating better places and landscapes, securing high environmental quality in support of increasing climate change mitigation and climate change adaptation.

The need to protect and enhance the environment within Renfrewshire is of particular importance to ensure local distinctiveness and an identity for the area as well as contributing to sustainable economic growth and to support development. The policy direction is to reinforce and enhance the value of the built historic and natural environment providing more opportunities for the area. It will be important to reinforce throughout the Renfrewshire LDP.

This is likely to be a 'main issue' that will require to be highlighted in the Renfrewshire MIR.

Climate Change

- Emissions have decreased by 3.8% since 2005
- Renfrewshire is the 8th best performing Local Authority in Scotland

In Renfrewshire, emissions are decreasing overall. After a small rise in carbon emissions between 2005 and 2006 the trend has been downwards with a total reduction of 3.8% in the per capita emissions since 2005. Renfrewshire Council's total emissions were 42,538 tonnes CO₂ for the year 2009/10. The total for 2009/10 shows a reduction of 4.59% on the 2007/08 baseline figure. There is a wide variation in this figure across Scottish Local Authorities however, Renfrewshire is within the top ten (8th) best performing authority. The most significant decrease has been in the industry and commercial sector of a 7% reduction in emissions overall.

Renfrewshire's Carbon Footprint has increased since 2001 from 11.42 tonnes of carbon dioxide per capita to more recently 12.27 tonnes of carbon dioxide per capita. However this is no different from the overall Scottish footprint or the trend experienced by all other local authorities. 60% of Renfrewshire's Carbon footprint

can be attributed to housing, transport and food.

Renfrewshire's Ecological Footprint is 4.69 global hectares per capita which is less than Scotland as a whole where it is 4.75 global hectares per capita, but slightly higher than the figure for the UK which is at 4.64.

Policy Direction

The need for a co-ordinated approach to addressing climate change is evident in all Scottish Government policy documents. The need to reduce emissions and take on the challenge of adapting to climate change has been set out in legislation with the enactment of the Climate Change (Scotland) Act 2009. To meet the challenging statutory emissions reduction targets of at least 42% reduction in emissions by 2020 and 80% by 2050, Renfrewshire Council as a public body require to help deliver a low carbon society, where there is a focus on policies that promote energy efficiency and sustainable development and reduce greenhouse gas emissions.

As a public body, Renfrewshire Council has a duty under Part 4 of the Climate Change (Scotland) Act 2009 to take a leadership role in helping to deliver Scotland's climate change ambitions and to act sustainably. As part of this role, the Council will require

to ensure that climate change factors are considered in all policy documents and that in establishing policies the full range of social, economic and environmental aspect are fully taken into account alongside the impact on greenhouse gas emissions. Public Bodies require to ensure that climate change is mainstreamed into all processes and functions that are carried out. Therefore climate change will be central to the LDP.

The move towards a sustainable low carbon economy is also a strategic driver outlined in the SDP Proposed Plan with the aim to set out a long-term mitigation strategy for Glasgow and the Clyde Valley Strategic Development Plan area by focusing on reducing greenhouse gas emissions.

Renfrewshire Council is a signatory to the 'Climate Change Declaration'. This re-affirms the Council's commitment to addressing the impacts on and adapting to the effects of climate change. A Carbon Management Plan has been prepared in association with the Carbon Trust and a Sustainable Development Strategy is being developed to try and focus action to work towards lessening the impact of climate change. This strategy will be reinforced through the LDP.

Through the Public Bodies Climate Change Duties placed on the Council, the LDP

will aim to influence proposals which will support the resilience of communities adapting to the impacts of climate change, raising awareness of climate change and trying to encourage 'buy-in' to help deliver climate change objectives.

The Climate Change Act will be significant in terms of policy direction and will therefore be a key consideration for all policies within the Renfrewshire LDP. The right focus is required to ensure a positive policy direction and commitment to helping to mitigate the causes of climate change.

Water, Flooding & Drainage

- Over 13,000 residential homes are at risk from flooding
- The lack of capacity in the existing water infrastructure influences flooding in the area
- £8 million has been spent on flood prevention works in Renfrew

Renfrewshire experienced major flood events in 1994, 1999 and most recently in December 2006. Flood events in Renfrewshire are typically characterised by a complex interaction between intense rainfall events, watercourses exceeding peak flow capacities, surface water run-off from developed areas, and a lack of capacity in the sewerage system and the tidal influence of the Clyde.

There are potentially 13,660 properties in Renfrewshire identified through the 1/200 year flood risk mapping that are at risk of flooding. The potential sources of flooding which presents the greatest risk are pluvial, fluvial and coastal.

River (Fluvial) flooding – occurs when the water draining from the surrounding land exceeds the capacity of the watercourse;

Surface water (pluvial) flooding – is caused when rainfall ponds or flows over the ground before it enters the drainage system or watercourse, or when it cannot enter the drainage system because the system is already at capacity;

Coastal flooding – is caused by a combination of high tides and stormy conditions where waves break over the sea wall.

Figure 2.19 outlines the numbers of properties in Renfrewshire at risk.

Renfrewshire has already carried out a number of successful and very effective flood prevention and protection schemes. Projects include major flood prevention schemes, two major flood barriers (Collier Street, Johnstone and Crosslee), and one major storage scheme at Moredun / Stanely Reservoirs. £8 million of flood prevention work at Renfrew North commenced in 2008, when complete in 2012/2013 this will protect the town from high water levels from the River Clyde.

Significant mapping of flood areas has also been undertaken and to date Renfrewshire is ahead of most Scottish local authorities in this respect, uniquely Renfrewshire has developed maps for overland flow and not just tidal and watercourse effects. As part of the measures outlined by the Flood Risk Management (Scotland) Act 2009, the Council requires to map all flooding issues and mitigatory measures by 2015. It is intended that across Scotland there will

be knowledge of all flood risk and plans for dealing with flooding issues in place.

Policy direction

Flooding and drainage has been a matter of major importance in Renfrewshire for a number of years. The issue has also been a high priority outlined in many Scottish Government publications. The Flood Risk Management (Scotland) Act 2009 is a relatively new piece of legislation that sets out a framework for delivering a sustainable approach to coping with and managing flooding. Under this Act, local authorities are designated as responsible authorities and therefore are required to undertake duties to both manage flood risk in a sustainable way and consider the social, environmental and economic impact of exercising flood risk management functions. The duties that the Council are required to fulfil under this Act also link with the Climate Change Act and a commitment to sustainable development. Thus there is a need to continue to improve our understanding of the causes and consequences of flooding and protect the most vulnerable areas that are at the greatest risk of flooding.

A more sustainable approach to flood risk management will also have linkages to better placemaking, enhance biodiversity,

Figure 2.19: Number of Properties in Renfrewshire at Risk of Flooding (2009)

	PLUVIAL	FLUVIAL	COASTAL	TOTAL NUMBER OF PROPERTIES AT RISK
Commercial/Industrial	1,302	349	66	1,501
Residential	11,546	185	185	12,159
Total	12,848	1,930	252	13,660

(Renfrewshire Council – Renfrewshire Flood Mapping 2009)

habitats and landscaping with the integration of blue and green corridors.

Planning is considered to be one of the most powerful tools available to manage flood risk. The findings from flood management plans should influence LDP policies and proposals. It will be a key consideration in planning decisions, so that sustainable drainage is embedded into the fabric of places allowing for an integrated approach to protecting and improving the water environment. The long term aim that has to be outlined clearly within the LDP is to reduce the risk of flooding across Renfrewshire as far as is reasonable, taking full account of environmental, economic and social priorities and needs.

River Basin Management Planning, which is led by the Scottish Environment Protection Agency, takes a source-to-sea approach to integrating land and water management, to improve the quality of Scotland's waters. The Flood Risk Management Act requires consistency and coordination between River Basin Management Planning and flood management.

The Water Framework Directive (European Directive 2000/60/EC) is a substantial directive that is changing the way the water environment is managed across Europe and has resulted in significant changes to water regulation within Scotland.

The Water Framework Directive (WFD) requires the improvement of the ecological quality of waterbodies, with the aim of all waterbodies reaching 'Good Ecological Status' by 2015. The WFD became law in Scotland through the Water Environment and Water Services (Scotland) Act 2003. River Basin Management Planning is a system that promotes sustainable water use with an aim to protect and improve the water environment. The overall aim is for 98% of all Scotland's waters to be in a good condition by 2027. A River Basin Management Plan (RBMP) for the Scotland river basin district has been produced to help deliver the WFD requirements.

Renfrewshire is of the Clyde Area Advisory Group (AAG) which includes Glasgow and the Clyde Valley area as well as Ayrshire and Loch Lomond and The Trossachs National Park. The Clyde AAG have produced the Clyde Area Management Plan which is supplementary to the Scotland River Basin District Plan. The Clyde Area Management Plan aims ensure the water quality of the area is maintained and encourages more plants and animals living in natural habitats along the water edges.

The focus for the LDP will be consideration of policies and proposals that will help to protect, maintain and enhance the water environment, which will also help in adaptation to climate change and contribute to sustainable flood management.

Waste

- Over 30% of Renfrewshire's waste is recycled
- There has been a reduction in waste being sent to landfill

In 2008/2009 Renfrewshire Council collected 92,298 tonnes of municipal waste. Over recent years the amount of municipal waste generated has decreased. In terms of recycling, there have been a number of programmes initiated in order to decrease the amount of waste

going to landfill. Overall Renfrewshire has increased its recycling performance and in 2010 40% of waste was recycled. This meets the Scottish Government targets for the percentage of waste recycled or composted. However future targets may be very challenging to meet as by 2013, 50% requires to be recycled, with 60% by 2020 and 70% by 2025.

Policy Direction

The Scottish Government is committed to achieving a zero waste target to comply with the EU Waste Framework Directive. The Government want a zero waste plan

covering all of Scotland, which promotes a long term vision and a framework for managing waste. Waste prevention is encouraged to try and reduce overall resource use, increasing recycling, adopting a zero waste approach. The new approach in trying to achieve zero waste is through a waste management hierarchy which includes:

- Prevention;
- Reduction;
- Reuse;
- Recycling; and,
- Energy recovery.

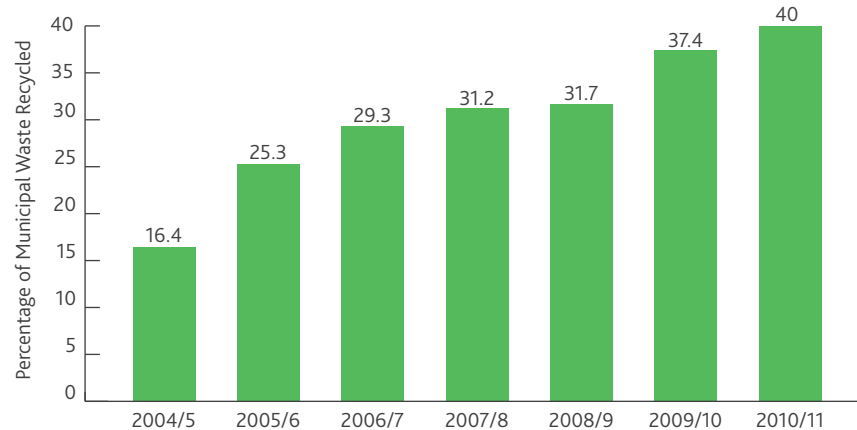
Working towards the targets set out by the Scottish Government for reducing the amount of waste that is sent to landfill, will also help to achieve a reduction in greenhouse gas emissions as set out in the Climate Change (Scotland) Act 2009.

The SDP Proposed Plan highlights that in order to achieve the targets set out in the Zero Waste Plan, local authorities within the Glasgow and the Clyde Valley area will require to develop additional waste management facilities. The SDP Proposed Plan indicates that local authorities within the GCV area will require to work together to develop an integrated network of waste management facilities. Renfrewshire Council will work with the other local authorities within the GCV area to ensure

a co-ordinated approach to the delivery of waste management.

Renfrewshire Council will require to introduce policies that reflect the zero waste vision and the location for potential waste management sites will be a 'main issue' that will require to be discussed through the Renfrewshire LDP process.

Figure 2.20: Renfrewshire's Recycling Performance



Source Renfrewshire Council Environmental Services 2011

Renewable Energy

- £149 million is being invested into Renfrewshire's homes to improve energy efficiency
- Investigation into the implementation of all renewable technologies will be undertaken

Under the Scottish Housing Quality Standard, the Council is committed to investing £149m to improve the energy efficiency of local authority homes by 2015. Renfrewshire Council and the Energy Savings Trust Scotland have also entered into a partnership to offer the residents of Renfrewshire better advice and support on how to save energy and cut their fuel bills.

Policy Direction

The need for increased production of energy from renewable technologies has been a commitment of the Scottish Government over the last 10 to 15 years. Renfrewshire Council will require to contribute to achieving the Scottish Government target of 50% of Scotland's electricity being generated from renewable sources by 2020.

Renfrewshire will require to investigate a range of renewable technologies such

as biomass, energy from waste and solar energy schemes given, the existing restrictions on the installation of wind turbines and the creation of wind farms due to radar and aviation safeguarding zones over most of the Renfrewshire area.

Transport

- 68% of Renfrewshire residents use a car to get to work, 5% commute by rail
- Traffic is growing at an average 0.5% on Renfrewshire's roads
- 31% of people do not have access to a car

The number of people walking and cycling as a means of getting to work in Renfrewshire, has been at a constant level in line or just below the Scottish average for the last ten years. However in terms of travel to school, walking and cycling has increased year on year since 2003 and has been above the Scottish average for the last 5 years with over 50% of school pupils choosing to travel by this mode.

Currently, there are around 65% of Renfrewshire's residents that will walk if the distance is under 2 km. Renfrewshire's Single Outcome Agreement (2009 – 2011) outlines the importance of accessing

services and facilities by sustainable travel means and has set a target of 70% of Renfrewshire's residents undertaking journeys of under 2km by foot by 2015.

In terms of public transport, 38% of Renfrewshire's residents use the bus at least once a week. In Scotland as a whole,

bus patronage fell by 0.8% to 493 million in 2008/09, however bus patronage is still the dominant form of public transport journeys. In terms of rail, 5% of adults within Renfrewshire use rail to get to and from work, with only 1.2% of pupils in full-time education using rail as a mode of transport.⁴

New Eco-friendly Class 380 Trains operating in Renfrewshire



New Hybrid Drive Buses operating in Renfrewshire



Park and Ride, Johnstone Train Station



Images from Renfrewshire Council, Planning and Transport

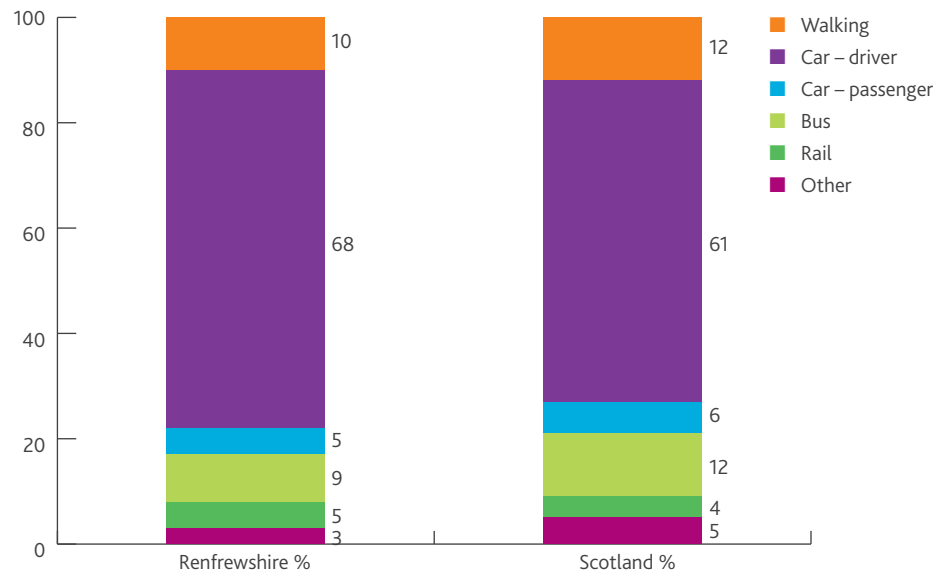
⁴ SHS Transport: Local Area Analysis 2007/08.

In 2009, 40% of residents travel out of Renfrewshire to work and 38% of Renfrewshire jobs are taken up by commuters living outside Renfrewshire. In comparison to the rest of Scotland, Renfrewshire residents are more reliant on the car or a van as a method to get to work. 68% of Renfrewshire residents used a car to get to work in 2008, compared to an average of just 61% across Scotland as a whole. Figure 2.21 outlines how Renfrewshire's residents travel to work.

Since 1999, traffic on Renfrewshire roads appears to be increasing on average by approximately 0.5% per annum.

Based on a possible declining population, the projected household figures, the forecast in employment and forecast in car ownership levels, Strathclyde Partnership for Transport have input the relevant data into their transport models SITM4 and SITLUM to show the potential impact to the transport network, services and travel patterns. In terms of the possible

Figure 2.21: Travel to Work Modes for Renfrewshire Residents (2008)



Source Renfrewshire Council Planning and Transport Services 2011

Figure 2.22: Total Trip Starts by Public Transport

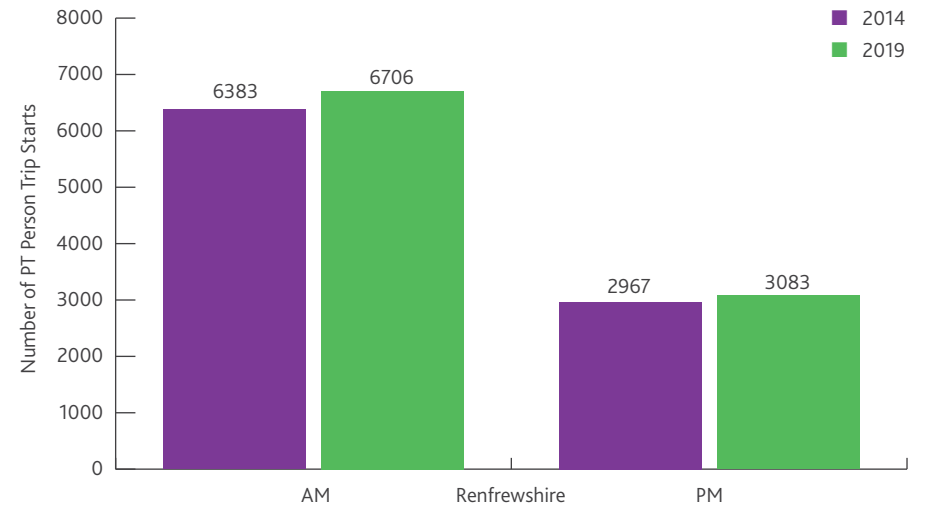
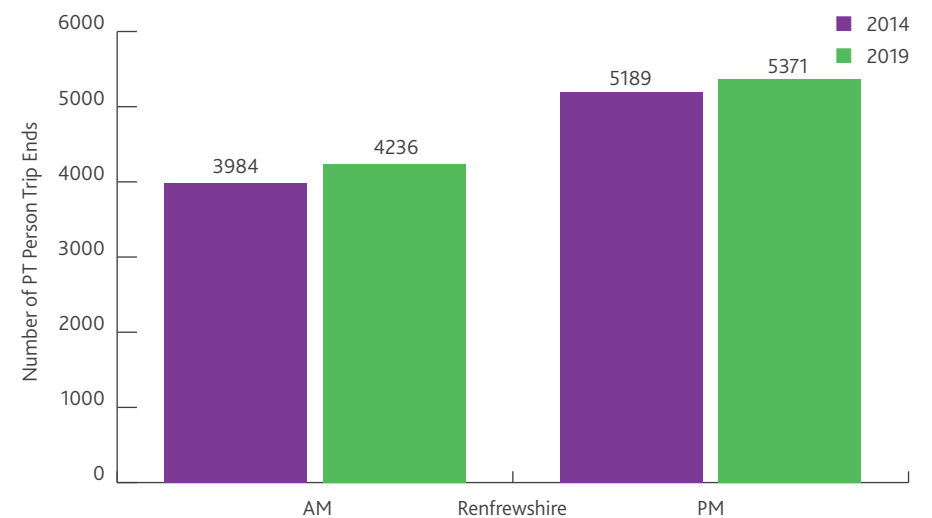


Figure 2.23: Total Trip End by Public Transport



Source: SPT, Transport Planning (2011)

In terms of public transport, forecast indicators for Scotland suggest significant growth in train usage across the whole of the Scottish Network, but particularly in the Central Belt. Assessment of future demand by Network Rail has identified gaps between the current capabilities of the existing infrastructure and rail services. In terms of the rail network in and around Renfrewshire, the proposals are to increase capacity through train lengthening and deployment of new rolling stock⁵. At present, capacity is being increased in the Paisley to Inverclyde and Ayrshire routes with the provision of additional infrastructure between Paisley and Glasgow Central which is programmed to be completed by 2013.

Land use and transport are inextricably linked and for the new LDP there will be a need to outline the Council's commitment to sustainable economic growth and climate change mitigation and adaptation, through the promotion of sustainable modes of travel and locating development in close proximity to existing active travel or public transport networks.

Identification of sustainable locations that are close to existing active travel and transport networks is likely to be a 'main issue' identified in the Renfrewshire MIR.

⁵ Network Rail 'Scotland Route Utilisation Strategy Generation Two' (Oct 2010)

Glasgow Airport

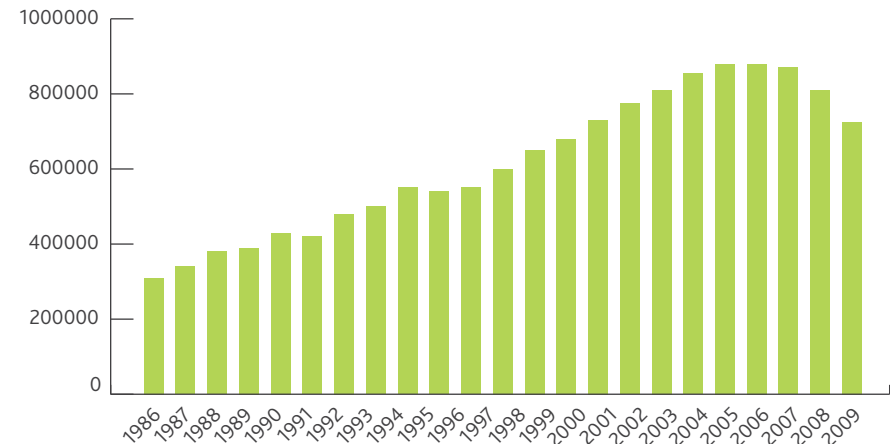
- Over 7 million passengers per year
- Contributes £200 million to Scottish Economy
- Renfrewshire's largest private sector employer

Glasgow Airport handled 7.2m passengers in 2009. The forecast passenger numbers for 2020 is around 10 million, with over 16 million forecast for 2040. The passenger numbers are growing on average 2.7% per year. Just under half (47%) of all throughput at Glasgow Airport was attributable to international passengers in 2009, with 99% of passengers destination being a location within Scotland.

The airport contributed around £200m to the Scottish economy in 2009, and it supports some 7300 jobs across Scotland, 4500 of which are directly at the airport⁶.

⁶ Glasgow Airport Draft Masterplan, 2011

Figure 2.26: Air Passenger throughput at Glasgow Airport (1986–2009)

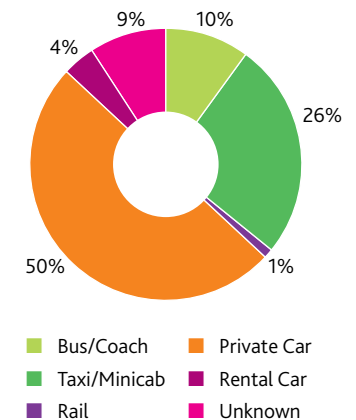


Source Glasgow Airport Draft Masterplan, 2011

The airport is currently the largest private sector employer within Renfrewshire.

In terms of how people travel to Glasgow Airport, only 11.2% of passengers and staff use public transport to travel to and from the airport. Four fifths of trips are by car (private, rental or taxi), over 90% of trips are by road based modes. In relation to traffic in and around the airport, 17% or 1 in 5 vehicles on the M8 motorway in the vicinity of the airport campus is actually airport related.

Figure 2.27: Modes of Travel to Glasgow Airport (2009)



Source: Glasgow Airport Draft Masterplan 2011

Policy Direction

Improvements in surface transport access and the enhancement of other infrastructure and facilities at Glasgow Airport is outlined as one of the 14 national developments of NPF2. SPP indicated that airports support wider economic growth providing a variety of employment opportunities at the airport and also associated with the airport as well as being an important transport mode to the UK, Europe and the rest of the world.

Within the Glasgow and the Clyde Valley SDP Proposed Plan, Glasgow Airport is seen as having a strategic planning role as a key gateway essential for both business and tourist economies. It is a key economic driver for the Glasgow and the Clyde Valley area. The main issue that is identified as having potential impact on the success of Glasgow Airport is access to the airport, particularly by public transport.

A masterplan for Glasgow Airport was produced in 2006 by British Airports Authority (BAA). An update to this masterplan was produced in draft in February 2011. The final updated masterplan will be produced towards the end of 2011. Renfrewshire Council will work with BAA to ensure that proposals in the Glasgow Airport masterplan do not conflict with the Renfrewshire LDP and vice versa.

Summary of Part 2

Since the adoption of the Renfrewshire Local Plan in 2006, the trends and emerging characteristics for the area, along with the policy direction from both the national and regional level, indicate the need to reconsider many of the current policies and proposal when preparing a new LDP.

The next part of the Monitoring Statement outlines the conclusion drawn from the various stakeholder and consultation events. It provides an insight as to whether the outcomes from the performance of the Renfrewshire Local Plan and the themes emerging from the current characteristics and trends form the basis of the key considerations for the Renfrewshire Local Development Plan Main Issues Report.

Part 3

Views from Consultation Events



Part 3 – Views from Consultation Events

As part of the preparation of the Main Issues Report and accompanying Environmental Report various methods of consultation and engagement have been undertaken to gauge what are the ‘Main Planning Issues for Renfrewshire?’.

Renfrewshire Council

Full engagement in the new Renfrewshire LDP has meant involving staff from all Renfrewshire Council Services, ensuring corporate buy-in to the land use planning document. Three theme groups were set up to discuss significant issues for the area, looking at the physical, social, economic and environmental themes that the LDP will cover. Discussion and consultation within these groups ensured that the new LDP is informed by an evidence base that is as relevant and current as possible.

The following groups have been established to cover:

PEOPLE	ECONOMY	ENVIRONMENT
Demographic shifts	Employment and economic drivers	Sustainability/Carbon management
Social/health drivers	Town centres and retailing	Open space/Green network
Housing requirements/renewal	Economic regeneration	Historic and natural environment
Community and educational facilities (requirements and dealing with surplus assets)	Transport and infrastructure	Climate change impacts/Flooding

The remit of each group was to:

- Provide an evidence base for the LDP Monitoring Report
- Assist in the identification of significant changes and issues across Renfrewshire of relevance to the LDP
- Provide information about any existing or emerging strategies and policies that may have land use implications
- Identify emerging land use issues from plans, policies or strategies from their own service or agencies with which they work.

Early drafts of reports have been discussed with the theme groups identifying gaps, changes or additions. These groups have provided a good sounding board for policy and strategy direction, ensuring a corporate land use plan is taken forward which is

representative of the overall Council's aims, objectives and vision.

Local Area Committees

As part of the consultation with the communities, interest groups and individuals, presentations were delivered to each of Renfrewshire's five Local Area Committees (LACs). The purpose of the presentations was to inform those attending the LACs of the Development Planning process and when to get involved in the shaping of the Glasgow and the Clyde Valley SDP and the Renfrewshire LDP. There was an opportunity to ask questions and those attending each event could obtain a copy of the Renfrewshire Development Plan Scheme.

Key Agency Meetings

In accordance with s.17(5) of the Planning etc. (Scotland) Act 2006, Renfrewshire Council contacted relevant key agencies at an early stage in the preparation of the development plan in order to ensure full and effective engagement. Individual and group meetings with key agencies were extremely useful in providing access to key information to help inform LDP reports and documents, ensuring strategies and proposals set out by key agencies are reflected in the final LDP, as well as recognising potential delivery mechanisms and partnership working that could assist in the implementation of particular proposals.

Draft LDP reports have also been shared and discussed with key agencies with all comments taken on board and

reflected in the final versions of these documents. In particular, linkages and connections between policy areas, issues, key characteristics and trends have been highlighted by many of the key agencies which have been particularly important for ensuring that there is synergy between the strands of the strategy and vision for Renfrewshire.

Renfrewshire Public Services Panel Focus Groups

Renfrewshire Council consider that early public engagement and consultation in the LDP process is crucial to ensuring that the final LDP has been shaped by people who live, work and visit the area. The Public Service Panel Focus Groups was one avenue being utilised by Renfrewshire Council to deliver effective early participation, to highlight potential main issues for the LDP.

To ensure that there was adequate coverage across the Renfrewshire area, a focus group was held in each of the five Local Area Committee areas. Eight focus group members were chosen for each of the five LAC areas. The focus group meetings were held over a two day period at local venues at different times of the day to try and ensure a cross section of the community could attend. The Council provided the facilitator with a series of

questions and discussions were recorded and a detailed transcript was compiled. The report from the all focus groups can be found in Appendix 1.

A short questionnaire was also prepared for the focus group respondents to complete at the end of the group discussion. The findings are presented in Appendix 2 of this report.

The main findings from the focus groups are as follows:

Stimulating the economy and attracting inward investment: this was regarded by most respondents as the most significant issue of all and if tackled, could act as the catalyst to help with the improvement of other issues, particularly town centre regeneration, housing, leisure and transport. This view was also reflected in the short questionnaire respondents were asked to complete, which indicated that almost three quarters (72.4%) felt job opportunities are inadequate.

Retailing and town centres: this emerged as the next most serious issue (and confirmed by the survey which showed 81.3% rate the town centres as 'poor'). There was a widespread view the regeneration efforts had been largely 'cosmetic' and more urgent action was needed to restore the

vitality of Renfrewshire's town centres. Respondents called for a better mix of retail, employment and recreational uses (the survey also found that virtually all respondents (93.8%) would like to see more community facilities in town centres).

Housing: respondents felt there was a need for good quality, affordable housing across Renfrewshire (the survey showed only 3.6% rated this as 'good', as well as housing to cater for the needs of a growing elderly population (only 11.1% said in the survey that current provision was 'good')). There was also a widespread view that some existing housing areas lacked an adequate infrastructure, particularly in relation to shops and leisure facilities. The survey has confirmed this by showing that 75% of respondents do not feel the distribution of community facilities is appropriate and 78.1% do not feel there is adequate and easily accessible retail provision in their local area.

Transport: there was criticism that Renfrewshire lacked an integrated transport network (the survey showed that 43.8% felt it was 'poor' while fewer than one in five (18.8%) said it was 'good'). There was also some criticism that recent housing and retail developments did not adequately take account of the impact these would have on the road network (40.6% said the

road network is poor, while only 25% rate it as 'good').

Health and the Environment: respondents were concerned that the perceived underuse of parks and open spaces might be seen as a measure these facilities were not required. In contrast, respondents regarded these facilities as important to the health and well being of Renfrewshire residents but there was a concern over anti social behaviour at these sites and a view that the quality of facilities was poor. Allied to this, there was a concern that the closure of leisure and community facilities would also be detrimental to health.

Pre MIR Stakeholder Conference

On the 10th May 2011, Renfrewshire Council's Planning and Transport Service held a pre Main Issues Report (MIR) stakeholder event, attended by over 80 delegates from the community, key agencies, developers, land owners, house builders, community councils, health partners and a few members of staff from most of Renfrewshire Council's Services.

The main aim of the event was to ask attendees '*What are the main planning issues within Renfrewshire?*'. The feedback and comments provided at the event are being used in the preparation of the new Renfrewshire LDP. Early themes had emerged from background analysis of economic, social and environmental trends as well as from earlier consultation with the Council's Public Services Panel. The stakeholder event provided an early opportunity to discuss whether or not

the broad topics identified in this initial work were in fact the 'Main Issues' that should be taken forward in the forthcoming Renfrewshire MIR and accompanying Strategic Environmental Assessment (SEA) report.

The event had three main objectives:

- To outline what Renfrewshire Council consider are the emerging planning issues that require to be addressed in the forthcoming Renfrewshire LDP;
- To discuss the main planning issues for Renfrewshire, to indicate what weighting should be given to the assessment of potential development sites for the new LDP and to validate the direction for the MIR; and,
- To seek broad agreement that these are the planning topics to be taken forward and formally consulted through the MIR.

A Pre MIR Stakeholder report was produced, a copy of the full report can be found in Appendix 2.

The event took the form of a morning and an afternoon session, with training and an information session on the LDP in the morning session, followed by discussion of potential main issues in the afternoon.

The training and information session was aimed at interested parties wanting to find out more about the planning system, in particular development plans and how to engage and become more involved. The information morning comprised of a presentation followed by a question and answer session.

The main issues discussion in the afternoon commenced with presentations setting out an overview of the Renfrewshire LDP. This was then followed by a break-out workshop session, comprising 10 tables with delegates, a facilitator and scribe. These discussions aimed to highlight main issues emerging from topic areas. The 5 broad topics were as follows:

1. **Housing:** Good quality affordable housing catering for all sectors of the population, in particular the growing number of elderly people, in the right places.
2. **Transport:** Location of new development in sustainable places, close to walking, cycling and public transport provision.
3. **Health and Environment:** Provision of a high quality environment and green network being linked to improvement in health and well-being and general quality of life in Renfrewshire.



Source Renfrewshire Council Planning and Transport Services 2011

Addressing climate change through adaptation and mitigation.

4. **Economic Growth:** Providing the right sites in the right location to stimulate Renfrewshire's economy and promote inward investment.
5. **Retailing and town centres:** Restoration of the vitality and viability of Renfrewshire's town and village centres, ensuring the best mix of uses in our centres and promote regeneration.

The following are the main issues arising from the workshops. More detailed information regarding discussion at the workshop sessions can be found within the full report in Appendix 2.

Housing

- The plan needs to identify the right housing sites in the right locations
- Too much emphasis is being placed on Community Growth Areas to address Renfrewshire's housing needs.
- The Council needs to build greater flexibility into housing policies to provide more opportunities for housing development. There is a lack of deliverable sites within Renfrewshire and as such quality land that can be developed within 5 years should be released.

- New housing developments must be located in sustainable locations with access to jobs, community facilities and transport.
- The housing supply should be flexible with a mix of tenures and size of property to meet the housing needs of the population. Importantly, there is a lack of affordable housing in the villages, family housing and suitable housing for older people.

Transport

- New developments need to be accessible for walking and cycling and must be located close to existing public transport hubs/infrastructure.
- More should be done to promote Glasgow Airport within Renfrewshire and it is important that existing settlements and new developments are accessible to the airport to realise its potential within Renfrewshire.
- Access to and availability of good public transport provision within villages is an issue. There is a lack of services and facilities within many of the villages which mean the local population have to travel to neighbouring towns. The problem is compounded by the fact that there isn't an accessible or frequent public transport service which means most of the trips are by car.

- Maintenance of pathways and cycling routes and safety on these routes are problems that discourage people from walking and cycling more often.

Health and Environment

- Key to tackling deprivation is creating jobs within the authority area and providing better access to employment opportunities to encourage and enable people to live and work in Renfrewshire.
- New developments should integrate housing with suitable social infrastructure, community facilities and the natural environment. The population must have access to high quality schools, transport links, health services, recreational facilities and an attractive natural environment.
- Local waste management and renewable energy schemes should be integrated into new developments and should be promoted within existing settlements.

Economic Growth

- The Council need to adopt a more flexible approach in terms of industrial and business planning policy. A wider range of land uses should be allowed in industrial/commercial areas to stimulate growth and support the overall development of these areas.

- Renfrewshire needs to maximise the potential offered by Glasgow Airport in delivering economic growth. It is important that there is a supply of quality employment sites in and around the airport and more needs to be done to promote development opportunities within Renfrewshire.
- Renfrewshire is in a great location to benefit from tourism in Glasgow, however, there is a need to build on the tourism value of Paisley and improve the tourism offer in Renfrewshire to realise this potential.
- The legacy of brownfield sites and vacant properties makes Renfrewshire look depressed. The correct environment needs to be provided whereby businesses can flourish. The provision of high quality infrastructure, transport links and the quality of the environment/attractiveness are vital in attracting new businesses into an area.

Retailing and Town Centres

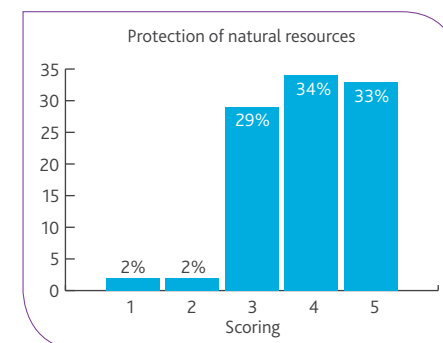
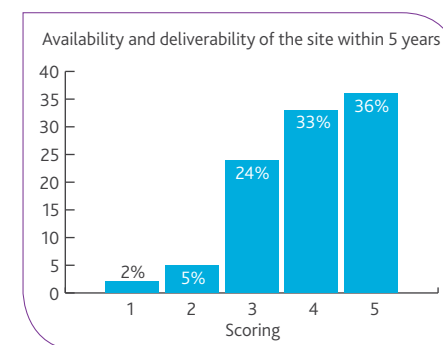
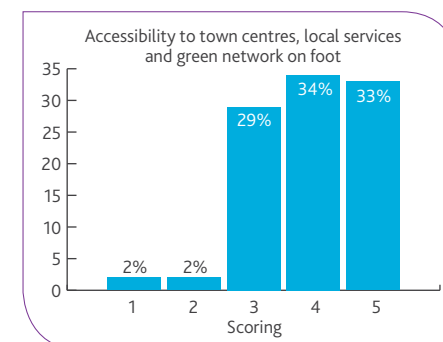
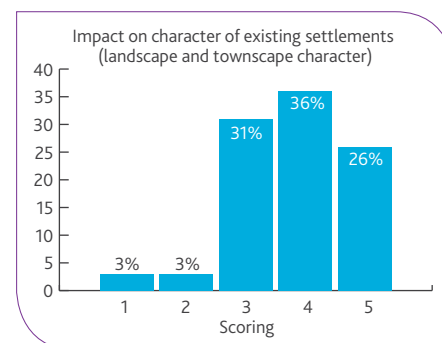
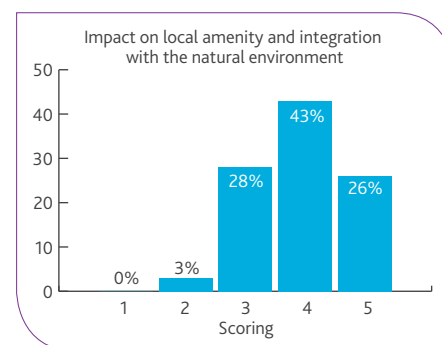
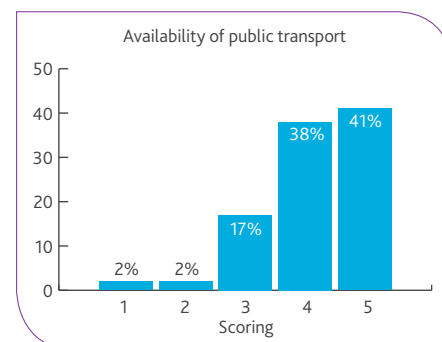
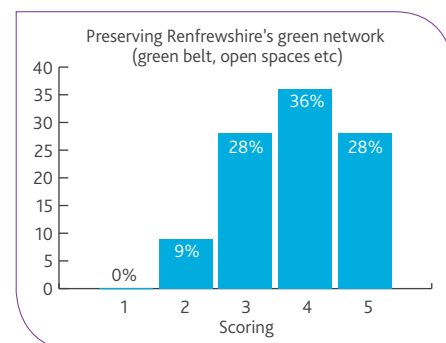
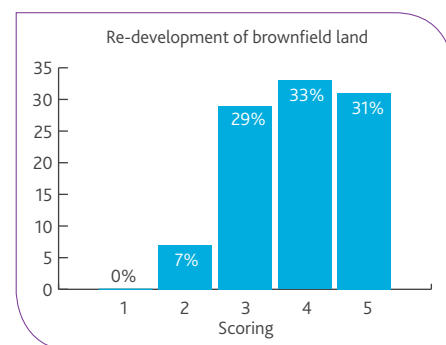
- There is a need for greater flexibility in town centre policy which will facilitate a move away from the traditional retail dominated uses within town centres. Town centres should be a mix of retail, amenities and residential, aiming to decrease the number of vacant units. This will create more vibrant town

Part 3

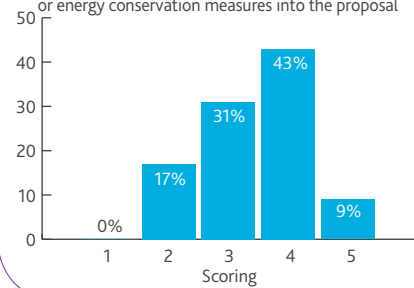
centres which will be more attractive places to live and work.

- Town centres such as Paisley need to change their role and provide facilities and services that serve the demands/needs of the local population.
- Paisley cannot compete with Braehead and other similar centres in terms of retail, furthermore, the lack of quality parking spaces is also a problem for the town centre which encourages people to go elsewhere. Paisley needs to provide something unique e.g. an outlet centre. In addition, more needs to be made of heritage tourism and the potential offered by promoting Paisley as a university town.
- It is important to ensure that all of the town centres offer a safe, clean and attractive environment to encourage new businesses to invest and people to live and spend time in the centres.
- The LDP needs to provide a policy framework which recognises Braehead as an asset within Renfrewshire.

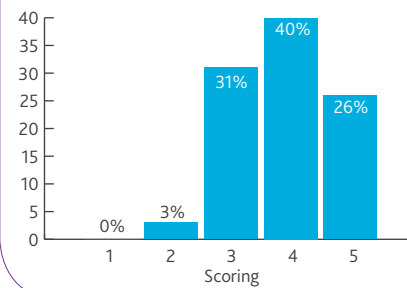
Following discussions within the workshop groups, delegates were asked to complete an assessment sheet providing an indication of how Renfrewshire Council could evaluate any new potential development sites. Delegates were asked to score a series of considerations ranking them in terms of importance, with 1 being not important and 5 being a very important consideration.



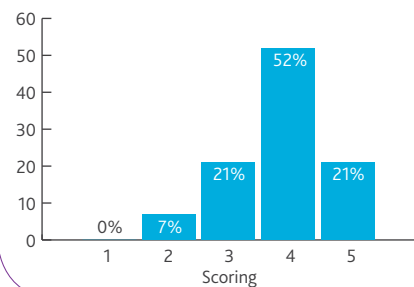
The capability of incorporating renewable energy sources or energy conservation measures into the proposal



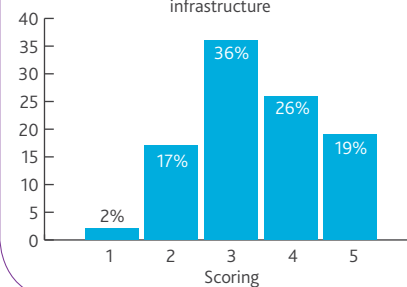
Flooding and drainage



Impact on local services and community facilities



Access to high quality electronic communications infrastructure



The results from the questionnaire clearly indicate that the majority of stakeholders attending the LDP event felt that the characteristics identified in the checklist were of important to very important considerations, when assessing and filtering any new sites that come forward through the LDP process.

The Council will use this feedback to inform the scoring mechanism that it requires to prepare to assess new sites or

redevelopment of old sites for inclusion in Renfrewshire's LDP.

A snapshot poll, with immediate results, based on the early emerging key themes for Renfrewshire's LDP was undertaken towards the end of the conference. Some of the results of the interactive question time that appeared on screen at the Stakeholder Conference are shown opposite. The full question and answer session is shown in the conference report found in Appendix 2.

The results from this session were extremely useful in formulating a vision and preferred strategy for the Renfrewshire MIR.

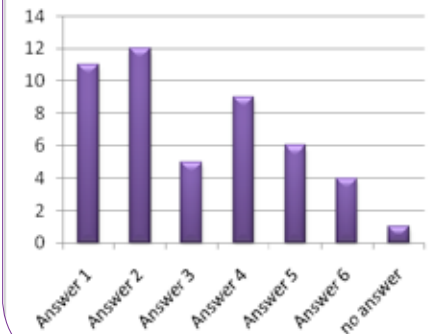
In general, the Pre MIR Stakeholder Conference was considered to be useful

both for the purposes of preparing the Renfrewshire MIR and to engage everyone early in the process of preparing the LDP.

Q1: Are you?

1. A community representative
2. A developer/agent
3. A landowner/agent
4. From a government agency/other public sector
5. From Renfrewshire Council
6. Other

Question 1



Q4: What should be the main consideration for the LDP?

1. Stimulating the economy
2. Regenerating town centres
3. Providing new housing
4. Promoting better use of public transport
5. Improving and protecting the environment

Question 4





Part 4

Considerations for the Renfrewshire Local Development Plan Main Issues Report

Part 4 – Considerations for the Renfrewshire Local Development Plan Main Issues Report

Monitoring performance of the Renfrewshire Local Plan has been undertaken by drawing together available data, survey work, statistical evidence and from consultation with external partners and other internal Council Services. The conclusions in this statement are made on the basis of all of the qualitative information and feedback received during the Pre MIR consultation stage.

The overall monitoring exercise indicated that strategy and many of the policy approaches are still considered to be broadly 'fit for purpose'. However, as highlighted in Part 1 of the statement, there are particular aspects and approaches that will need reviewed and may require revising, updating or consolidating to ensure that the new Renfrewshire LDP is more effective and relevant. Part 2 indicated that there are other plan aspects and approaches that will need to take account of new and emerging legislation, policy direction and significant new or changed issues, characteristics or trends, that have emerged since the adoption of the Local Plan.

The considerations and emerging topic areas arising from the monitoring and the Pre MIR consultation outcomes are as follows:

Housing: Good quality affordable housing catering for all sectors of the population, in particular the growing number of elderly people, in the right places.

Transport: Location of new development in sustainable places, close to walking, cycling and public transport frequency.

Health and Environment: Provision of a high quality environment and green network, being linked to improvement in health and well-being and general quality of life in Renfrewshire. Addressing climate change through adaptation and mitigation.

Economic Growth: Providing the right sites in the right location to stimulate Renfrewshire's economy and promote inward investment.

Retailing and town centres: Restoration of the vitality and viability of Renfrewshire's town and village centres, ensuring the best mix of uses in our centres and promoting regeneration.

All actions and issues arising from the Pre MIR work will be taken into account in preparing Renfrewshire's Main Issues Report and will inform the Local Development Plan.



Appendix 1

Renfrewshire Local Development Plan Focus Group Research

Renfrewshire Local Development Plan Focus Group Research

Report by Hexagon Research & Consulting

March 2011



| 1 | Introduction

This document presents the key findings to emerge from a programme of focus group research among members of the Renfrewshire Public Services Panel on the main issues they believe should be recognised by the forthcoming Renfrewshire Local Development Plan.

The current Development Plan covering the Renfrewshire area consists of the Glasgow and Clyde Valley Structure Plan and the Renfrewshire Local Plan. These two documents provide the planning policy framework for Renfrewshire. However, since 2006 major changes have been introduced to ensure planning is more inclusive, enabling people to get more involved in shaping the Development Plan for their area. The Planning etc. (Scotland) Act 2006 introduced many new processes and procedures to help everyone become more involved in planning.

Under the new Planning Act existing Structure Plans will be replaced with Strategic Development Plans (SDPs). The existing Renfrewshire Local Plan will also be replaced with the Renfrewshire Local Development Plan (LDP). The new Renfrewshire Local Development Plan will be prepared by Renfrewshire Council's Planning Department involving all interested parties such as the public, residents' groups, Government

organisations, land owners, etc. The LDP will cover the whole of Renfrewshire and will still have a range of policies and proposals covering various topics such as employment, retail and housing.

The process for preparing LDPs has also been revised under the 2006 Planning Act and a key change is the need to prepare a Main Issues Report. This is not a draft version of the finished plan; its purpose is to identify the significant issues that the new Renfrewshire Local Development Plan will need to address and plan for in the next 10 years.

Public engagement and consultation early in the LDP process is crucial to ensuring the final LDP has been shaped by people who live, work and visit the area. The Public Services Panel Focus Groups are one of the avenues being utilised by Renfrewshire Council to deliver effective early participation in the LDP process. It is hoped that through participating in the focus groups and attending a Stakeholder Conference, on 10th May 2011, Panel members will be able to guide the Council to producing the right plan for Renfrewshire, by identifying the key challenges for Renfrewshire which could be presented in the Main Issues Report.

Section 2 of our report outlines our approach to the assignment while Section 3 contains the views expressed by focus group respondents against each of the main issues identified. Our concluding comments are presented in Section 4.

| 2 | Our Approach

Our approach to the focus group programme is considered below in relation to the following:

- The focus group discussion guide
- Focus group recruitment
- Moderation

Focus group discussion guide

The principal aim of the focus groups was to get a better understanding of the key issues which members of the Renfrewshire Public Services Panel (PSP) believe should inform the Main Issues Report and therefore contribute to the forthcoming Renfrewshire Local Development Plan.

A discussion guide was prepared by the Council (see Appendix A) which set out the background to the focus groups and identified the key themes to be covered in the discussions.

Focus group specification and recruitment

To ensure there was adequate coverage across the Renfrewshire area, the Council specified a requirement to hold one focus group in each of the five Local Area Committee areas (LACs).

In early March, Hexagon Research and Consulting wrote to a sample of approximately fifty Panel members per LAC, explaining the nature of the focus groups and inviting them to attend. A Freepost envelope was provided to enable potential respondents to indicate their interest in attending. We aimed to recruit approximately eight respondents for each focus group and one week before the groups were due to be held, a full complement had been secured for each venue.

Moderation of Focus Groups

The focus groups were held on Tuesday 15th and Wednesday 16th March at the following venues:

LAC	DATE AND VENUE	RESPONDENTS
Renfrew and Gallowhill	Tuesday 15th March 11am McMaster Centre, Renfrew	7 respondents (5 male, 2 female)
Houston, etc	Tuesday 15th March 2pm Cargill Hall, Bridge of Weir	6 respondents (3 male, 3 female)
Johnstone and Villages	Wednesday 16th March 11am Johnstone Town Hall	8 respondents (5 male, 3 female)
Paisley North	Wednesday 16th March 2.30 pm Gallowhill Community Centre	7 respondents (3 male, 4 female)
Paisley South	Wednesday 16th March 7pm Gleniffer High School	7 respondents (3 male, 4 female)

Each focus group lasted approximately one and a half hours and respondents were paid a fee of £20 to attend. The discussions were recorded (with the permission of those attending) and a detailed transcript of each made, allowing the use of verbatim quotations to illustrate our report.

The Council also prepared a short questionnaire for focus group respondents to complete at the end of the focus group, covering the issues raised during the discussions. The findings are presented in Appendix B and reference is made to selected results in our Concluding Comments (Section 4).

| 3 | Focus Group Findings

The views of focus group members are considered below in relation to the following key themes:

- Stimulating development/Inward investment
- Town centre regeneration and retailing
- Housing
- Transport
- Health and the Environment
- Waste
- Flooding
- Renewable energy
- Ageing/declining population

Stimulating Development/ Inward Investment

Respondents were initially asked to identify, unprompted, what they felt were the main issues affecting Renfrewshire. Concerns about the local economy and the need to stimulate economic development emerged as the single most important issue:

Creating jobs, for young people in particular, must be the number one priority for Renfrewshire. Compared to when I started working thirty years ago, I'd say there is only about 10% of the jobs left; manufacturing, shipbuilding and the like have all been decimated.

Bridge of Weir respondent

Renfrewshire is a very good place and rivals anywhere else in Scotland, it's just that we went through twenty five years of decline and the planners need to arrest that and encourage more industrial growth.

Paisley North respondent

The support infrastructure would need to be developed hand in hand with the attraction of business, but the attraction of business is the catalyst. It has to happen first otherwise the other developments will not be sustainable.

Paisley South respondent

All the other discussions about housing or transport will amount to nothing if there isn't a plan for the economy; first and foremost, we need a means of stimulating growth and attracting industry.

Renfrew respondent

Attracting new industries to the area has to be the biggest issue facing Renfrewshire.

Johnstone respondent

There was also a consensus that the focus should be on attracting small businesses from a wide range of industry sectors. However, one respondent felt Renfrewshire should aim to re-establish itself in international markets, while another

respondent cautioned on the pitfalls of attracting industry from overseas:

The town, and across Renfrewshire as a whole, needs a number of small industrial businesses to locate here. That would lead to other small businesses setting up to supply them, then there would be the boost to the shops and pubs because people would have a bit more money. This encourages more people to move in and provides a boost for the schools, leisure facilities, health services and so on.

Renfrew respondent

Small business is the trigger to reviving our towns.

Paisley North respondent

There is no point focusing on any one sector to attract into Renfrewshire, we should be looking at a wide range of job types and industries. We need a mixed economy.

Johnstone respondent

I'm involved in international shipping and over the last fifty years we've become a backwater in the world economy from being at the forefront. We need to get ourselves back into a position where we manufacture locally and sell internationally.

Bridge of Weir respondent

The Council needs to be wary of attracting foreign investment because there is a history of companies relocating here, taking advantage of the deals that are offered to them and then leaving after a few years.

Paisley South respondent

There was a belief Renfrewshire could be an attractive location for businesses, citing the airport and the presence of Rolls Royce in particular. However, many respondents felt more needed to be done to ensure the skills base in Renfrewshire was strengthened, to ensure the labour pool was also seen to be a key selling point and could compete against locations elsewhere in Britain and abroad. In particular, there needs to be a greater recognition of the value of vocational training for those not interested in pursuing academic qualifications:

We do have a lot of plus points. We have an international airport down the road and an aircraft engine manufacturer with a worldwide reputation.

Renfrew respondent

A guy from Vodafone was on the radio recently saying they source most of their product from China. That has led them to put their research and development in China. To get the right people for this, they are moving

universities there. The intellectual base is moving away from us and we need to counter that.

Bridge of Weir respondent

We need someone to look at the intellectual and skill needs of industry and make sure we have an educational system which can meet these. And we need to have an apprenticeship system back in place.

Paisley North respondent

Part of the problem is that a lot of the university and college courses are not geared to train students for specific industries or careers. There are too many vague and generalist courses. They might help the young person to learn how to analyse or to reason, but that's a real luxury these days. There should be a more direct link between courses and industry.

Renfrew respondent

There is too much emphasis on getting academic qualifications at school and then going on to university, which I think is just a way to keep the dole queues down for a few years. There should be more attention given in schools to those who want to do vocational qualifications and the development of better links with local employers to give work experience.

Paisley South respondent

The last government put so much emphasis on getting people to university, but what are they going for, to do Media Studies or Home Economics? That's not going to help them get a job or suggest to prospective employers we have a skilled pool of labour. Not everyone has the brains to be a doctor or a lawyer; we need a much greater focus on vocational training.

Johnstone respondent

I worked in the school sector for a long time and I still think there is far too much emphasis on the academic side. There is a bit of a change happening now, but it's just an afterthought and not a determined effort to ensure those not academically minded have an education relevant to the job market.

Johnstone respondent

Town centre regeneration and retailing

There was a widespread view across all of the focus groups that Paisley town centre had declined significantly. From a having a vibrant retail and entertainment heart, it had changed to one where the shops were perceived to be of poor quality and where a lot of retail units were vacant :

Paisley High Street has been a disaster for more than ten years and now there is a recession it's very unlikely anything will be done soon. All we have are pound shops and charity shops. Even in the Paisley Centre, there are umpteen units that are not being used.

Paisley North respondent

We came back to Paisley just over twenty years ago after living in the south of England and Paisley had loads of shops then. It felt alive and there was a lot of activity. When you said you came from Paisley, people were impressed by that. But over that time we have seen the town decline and Paisley is now a poor, poor place. There are pound shops and charity shops and shops with big stickers in the windows saying 'imagine toy store'. Is that meant to make it look better? Asking us to imagine there are real stores inside?

Bridge of Weir respondent

If I lived in Paisley I'd be very worried. It has become a ghost town.

Renfrew respondent

That trick in Paisley where they tried to make the empty shops look occupied doesn't seem to have drawn any new businesses in to the town.

Johnstone respondent

There was a recognition that other towns in Renfrewshire and elsewhere had suffered a similar fate and the opening of large, out of town supermarkets was largely blamed for the decline:

We're not alone in this. There was an article in the paper recently which listed a whole series of towns which have between a quarter and a third of shops empty. The only place in Scotland on the list was Paisley.

Renfrew respondent

There used to be plenty of shops in Renfrew town centre but the reason they shut was that the people of Renfrew wouldn't use them. If they had been used, they would have stayed open. People took their business to the supermarkets and that was it.

Renfrew respondent

Focus group respondents also felt the decline of Paisley's town centre had been exacerbated by five further factors:

- The difficulties and cost of parking (in comparison to out of town stores)
- The town's one way system
- Concerns about violence and anti social behaviour
- Poor quality recreational facilities
- High business rates

Why would I drive from Erskine through an awful one way system trying to find a parking space that I have to pay for when I can drive another ten minutes to Braehead, find acres of free parking and a far greater selection of shops?

Bridge of Weir respondent

There is no free car parking either and that puts people off coming into the town to shop. The Council seems to be anti-car.

Paisley North respondent

Part of Paisley's problem is the terrible traffic system that was introduced and the cost of parking. Both of those help to put shoppers off from coming into the town. You can go to Silverburn or Braehead and you don't have to pay to park. The town really isn't helping itself in that respect.

Renfrew respondent

People are frightened to come into the town at night. There are very few Police about and that taxi rank is like Dodge City.

Paisley South respondent

The authorities need to make it safe to come into Paisley. I was a special constable for five years and the town centre on a Friday, Saturday and Sunday was a total no go area. People

won't come to use the restaurants and other facilities because they're scared in case they get attacked.

Paisley North respondent

My real concern is that I'm fearful of going into Paisley because of the drug addicts. A lot of them come into the town to steal from the shops to help pay for their drugs. Or they come in to get their giros and then hang around intimidating people.

Renfrew respondent

There are plans to build some housing in the town centre. In theory, that's a good way to give the town centre more life, rather than it just being shops and offices which close at six in the evening. But I came out of the town hall one evening and there was a bunch of youths drinking and shouting and I thought, do I want that on my doorstep? No thanks.

Paisley North respondent

I took my kids to the museum because it used to be regarded as a great day out. We were in for all of fifteen minutes; it was filthy, dull and dreary. There was nothing in it to hold your interest. When you went into the hall, there was one display of paisley pattern, just one display of our world famous design. There are a lot of very important and

influential people who have come from Paisley yet the museum was a travesty.

Bridge of Weir respondent

Going into Paisley used to be important not just for shopping but also from a social and recreational point of view. I meet up with a group of friends every few months for lunch. We all live in different parts of the country and recently it was my turn to host the lunch in Paisley. So I looked on the internet for 'restaurants in Paisley' and all it came up with was KFC and McDonalds. There are very few good restaurants in the town.

Paisley South respondent

The rates for some of these shops are too high. The Council needs to recognise that and reduce the rates across the board to help those retailers who are sticking it out and to attract new ones in. Surely half a loaf is better than none.

Paisley North respondent

I had a friend who owned a shop in Paisley and he had to close down because he couldn't afford the rates. A lot of the premises are owned by the Council, so they are shooting themselves in the foot by charging high rates and forcing retailers to close.

Johnstone respondent

There was also a feeling the recent town centre improvements had not made any impact on reversing the decline:

What the Council calls town centre regeneration is just cosmetic; improving a few footpaths and the like. It hasn't regenerated the life of the town in any way.

Paisley South respondent

The regeneration of Johnstone town centre has improved things aesthetically, but that's as far as it goes.

Johnstone respondent

When respondents were asked to identify what would help to reverse the decline of Renfrewshire's town centres, there was a significant level of support for curtailing the development of out of town retail centres:

The Council conducted a survey on the impact of the massive Tesco they're building in Linwood on town centre shopping and stated 54% of shops in Johnstone would close. How in God's name is that contributing to the regeneration of Johnstone town centre? The supermarket is going to be in Linwood where there is poor public transport, so if you live in Johnstone and you don't have a car, it's going to be a double whammy.

Johnstone respondent

All the big retail centres like Silverburn and Braehead should be curtailed because they are taking trade from the smaller shops in our towns. If we had more vibrant town centres with a strong retail sector, that would provide more stable employment and in turn ensure more money circulated through the local economy.

Bridge of Weir respondent

There needs to be some radical thinking about continuing to allow these big supermarkets to be built because they are leading to the closure of lots of shops in our town centres. For example, companies like Tesco should only be given permission to build an out of town store on the proviso they also take over some of the empty town centre locations, even to run a Tesco butcher or a Tesco greengrocer. It can still be Tesco but at least there is an alternative to going to the out of town stores and it would help to keep the town centres alive.

Renfrew respondent

One of the Ayrshire Councils was slated recently for refusing permission for an ASDA to open on the edge of town. Their reasoning was that if ASDA opens, half a dozen existing shops will shut. People are only starting to realise the impact these big stores have on town centres. And of course the

supermarkets now provide a lot more than food so the impact is even greater, a wider range of town centre shops is now under threat.

Paisley South respondent

You can't blame people for going to the supermarkets if the prices are cheaper, there is greater choice and it's easy and free to park. But I agree; some radical thinking is needed if we are going to save our town centres.

Paisley South respondent

I don't want to find there is only one place to do your shopping, in a big faceless supermarket on the edge of town. It almost becomes a functional experience and not one that you can actually enjoy.

Johnstone respondent

Encouraging more retail development in the town centres was considered particularly important for older residents and those who did not have access to a car:

It's all very well saying there is Braehead, but if you don't have a car it's not exactly the handiest place to get to, so we need shops in our town centres as well.

Renfrew respondent

If they could put an ASDA or other supermarket in the town centre, say in

the old Arnotts building, that would be great for a lot of people who don't have a car and can't get to the out of town supermarkets.

Paisley South respondent

To lose more shopping facilities from Paisley would be a disaster for someone like me who doesn't have a car. At the moment I can get a bus from Foxbar into the town for my shopping but if more shops closed it would be very difficult to see where else I could go without quite a long journey.

Paisley South respondent

Respondents felt the town centres needed a wide mix of uses to help revitalise them, encompassing offices, shops and places of entertainment:

I think there has to be a bit of everything in the town centre; a place to work, shop and be entertained. But we don't even have a cinema; the nearest one is in Linwood or Braehead.

Paisley North respondent

Maybe they should look at the farmers' market and try to develop that more, create an enjoyable retail, social and entertainment experience to draw people into the town centre, even if it's only for one or two days a week.

Johnstone respondent

One respondent commented on other small towns in Scotland that seemed to be bucking the trend of shop closures and felt the planners must make it a priority to revitalise Renfrewshire's town centres:

It doesn't have to be like this. There are market towns that are thriving. I was in Castle Douglas at the weekend and it has a really bustling town centre. It has umpteen clothes shops and shoe shops, a local ironmongers, butchers' shops, the lot; there is a really good retail mix where you can get most if not all of you shopping and it's only a small market town. Paisley is the biggest town in Scotland but the centre is dead. Johnstone is the same, and look at Linwood. The Council must see this as a big priority.

Paisley North respondent

There was also some discussion in the Paisley South focus group on whether the Council should concentrate on reviving Paisley town centre at the expense of other towns and villages across Renfrewshire:

The Council needs to decide if Paisley is to be the hub for Renfrewshire. If so, and they expect people to travel in, they need to make adequate parking provision.

Paisley South respondent

I agree more should be done to improve Paisley town centre but not at the expense of other communities. There are a lot of villages and estates where the infrastructure is very poor and the planners need to do something about bringing more life back to these areas too.

Paisley South respondent

Housing

There was a clear view among respondents that there was an oversupply of private housing and a concern some developments had been built on unsuitable sites:

If you look around there are plenty of 'For Sale' signs and loads of empty houses, so that would suggest there isn't a problem with the availability of housing in the private sector anyway.

Johnstone respondent

There has been too much private house building. Builders will build and sell and they don't care about what the town will look like when they've finished. Too much building has been allowed and the houses can't be sold now and it's having a detrimental effect on the town.

Renfrew respondent

I think we have a case of the 'cart before the horse'. We have loads of private housing available but not the industry to draw in employees who would want to buy these houses.

Johnstone respondent

Down at Ferry Village, they've built so many houses they can't sell them. I've heard Social Work are using them or they are being rented out. That changes the nature of the area; I know some people who have bought down there and they are not happy about the way the area has changed. One friend says there are different people in the flat beside her every few months and the tenants don't really care how they treat the area.

Renfrew respondent

The housing that has been built in Renfrew down by the river shows we haven't learned any lessons. It is very poor quality and in an area that is prone to flooding. They are deteriorating before your very eyes. They are right beside the river, beside the rats. And the smell sometimes is terrible. The Braehead shopping centre is the magnet but it's very poor land and they should not have built houses on it. That was not a good decision. That's a slum of the future.

Bridge of Weir respondent

In Paisley, new houses were built about one hundred yards from the tannery and they wondered why they couldn't sell them.

Paisley North respondent

An even greater concern among respondents was the lack of good quality affordable housing. The right to buy policy had taken a lot of the best Council housing into the private sector and had not been replaced. There was also a concern that the Council housing which was available was of poor quality:

A lot of the good Council houses have all been bought, so the quality of what is left is very poor; young people who cannot afford to buy a flat don't have much of a chance of getting a decent place with the Council.

Paisley South respondent

It's not just young people. I've got about five or six friends who couldn't get decent housing from the Council and they have had to rent privately and they're paying through the nose for it.

Paisley South respondent

We need to improve the quality and supply of social housing. Linwood and Bridge of Weir was built for Chrysler, to house the incoming workers. But the Right to Buy policy have seen

most of these sold off to the sitting tenants. That's great for the tenants at that time but it severely affects the stock of affordable rented housing for future generations. Only the rubbish was unsold. Now young people on low incomes who can't afford to buy have very few housing options available to them.

Bridge of Weir respondent

The big problem now is that home ownership is beyond the reach of a lot of first time buyers because of the big deposits that are needed. That would suggest there is a need to provide more rented housing, either private or with the Council or housing associations. The Council has an enormous waiting list so there is clearly a need for more social housing.

Johnstone respondent

I was offered a flat in the high flats but I turned it down because of all the junkies. I was lucky to get a mortgage but if that hadn't been possible, I don't know what I would have done. I certainly didn't relish the idea of bringing my daughter up in a place like that.

Paisley North respondent

Another major concern among respondents was that not enough attention had been

given to the infrastructure needed to support some housing developments. It was felt this had created social problems as well as contributing to traffic congestion and the loss of green space:

There are a lot of houses where there are no facilities for the local community.

Paisley South respondent

One of my concerns is that there doesn't seem to be much account taken of the impact of these big housing developments on the local infrastructure. Plenty of mistakes have been made in the past where estates have been built which are very poorly served by shops or public transport. We don't seem to learn from the past.

Johnstone respondent

There is a proposal for 1,200 houses in Bishopton at the old ROF which is going to cause more traffic chaos. If there is at least one child in each of those houses, what schools are they going to go to?

Renfrew respondent

There is a problem in Bishopton where they were talking about using the ROF site to build 2,000 houses, but that has gone quiet because of the recession. But you can't have everywhere built

up, there needs to be a balance with the preservation of open spaces.

Johnstone respondent

One respondent also singled out the poor quality of former New Town housing as an issue which needs to be tackled:

Some of the housing stock needs to be rebuilt as it is of very poor quality. A lot was built in the 1970s with breezeblocks and it would be better to demolish this and rebuild using better quality materials. For example, in the houses in Erskine you could shoot peas through the walls; the sound insulation in them is terrible and I'm sure that leads to neighbour disputes and other social problems.

Bridge of Weir respondent

As well as the need to deal with the poor supply of housing in the social rented sector, some respondents felt shared ownership housing should be encouraged, as well as a focus on building one and two bedroom properties for small households and housing to suit an ageing population:

A lot of young people don't want Council housing so more developments where they can part rent and part buy would be good.

Paisley North respondent

We also need the builders to concentrate on smaller properties, small blocks of flats with one and two bedrooms.

Bridge of Weir respondent

More and more elderly want to live in their own homes and stay out of residential care so we'll need more housing built to suit older people, sheltered housing and housing suitable for people with mobility problems.

Johnstone respondent

Transport

Respondents were concerned the public transport system serving Renfrewshire was not adequately integrated, resulting in poor connections between services, poor coverage of part of the network, inadequate timetabling and not delivering the benefits of a unified approach to ticketing:

I was in Berlin recently and you can buy a three day ticket which covers all local transport; the buses, trams, metro and the intercity express trains. We have nothing like that in Renfrewshire. There is a Zone Card and if you are retired there is a free pass, but there is no integrated system. For example, if somebody works at IBM in Greenock and stays at Inchinnan, there is nothing

that connects Inchinnan to Bishopton, where there is a very limited bus service down to Greenock. So you either have to drive part of the way to get a connection, and if you work in shifts, you will almost certainly have to drive the whole journey. So how can you attract industry, saying you have the labour pool and the housing available, but there isn't a decent public transport service for employees to get to and from work?

Johnstone respondent

The trains are owned by First Group and a lot of the bus services are too, but you can't buy a ticket to cover a journey where you use both the train and the bus. You have to buy individual tickets for each part of the journey and that is a lot more expensive. It's the ticketing arrangements which drive the costs; the costs are higher at each step of a journey. It just doesn't make any sense.

Paisley North respondent

There is a complete lack of an integrated transport system in Renfrewshire. You can get some buses between nine and five but not everybody works those hours. Equally, not everybody has leisure time between nine and five.

Johnstone respondent

The bus timetable is geared to people working nine to five, but that doesn't suit everyone's working arrangements. It also doesn't encourage people to go out in the evenings without their cars.

Bridge of Weir respondent

The public transport network is more than adequate up to the early evening and then it virtually disappears. The bus companies say not a lot of people go out at night, but that's because there are no buses. If we had a cinema, you couldn't come out from seeing a movie and get a bus home.

Paisley North respondent

I find the bus service, with all the different bus companies, very disjointed. There doesn't seem to be adequate coverage of some parts of the city and they stop really early. I presume that's because of the violence.

Paisley North respondent

The rail network was regarded by most to be more efficient, but it was felt connections to the stations and parking facilities need to be improved:

The rail network is great but the problem is getting to the train stations. I take the train into Glasgow everyday but I'm not on a bus route, so I have to take the car so far and then walk to the station.

Paisley South respondent

There needs to be better car parking facilities at railway stations to encourage people to use their cars for as little of their journey as possible. Apart from the environmental benefits, people cannot use their cars to the same extent because of the high price of fuel, so it would help people save on their travelling costs too. If they have to spend a lot on petrol to commute to work, they are less likely to spend as much in the shops or on entertainment and that will cause a downward spiral in the economy.

Paisley South respondent

I'd like to see a bit more use of the railways; we lost a lot of local lines and it would be great if some of these could be re-instated. We still rely too much on the car and the planners should encourage the development of the public transport network.

Paisley North respondent

In terms of the road network, there was a lot of criticism of recently introduced traffic management systems in Renfrew and Paisley. In Renfrew, respondents felt this had contributed to greater traffic congestion and did not meet the needs of cyclists:

Doing away with St. Andrews roundabout and putting in traffic lights was probably the biggest mistake the Council has ever made. Previously, the traffic was able to flow through the town; it might be busy coming from one end and quiet coming from the other but the traffic moved reasonably well. Now there are big build ups of traffic because of the traffic lights.

Renfrew respondent

Even the High Street is down to a single lane; it was always a double lane before.

Renfrew respondent

The Council was told time and time again if they extended the pedestrian side to the detriment of the vehicles, it was going to cause mayhem. That's exactly how it has turned out. There is no need for Renfrew to have a pavement goodness knows how wide.

Renfrew respondent

There's not a single cycle lane anywhere. If the traffic is due to the expansion of neighbouring areas and these are attracting families with kids, cycle lanes would encourage more kids to ride their bikes and also encourage more drivers out of their cars. To have pavements which are maybe eighteen feet wide is crazy; there's plenty of room there for a cycle lane.

Renfrew respondent

My husband is a cyclist and he has to take all sorts of indirect routes to avoid the worst of the traffic because he thinks it's too dangerous.

Renfrew respondent

Renfrew residents felt the authorities had missed an earlier opportunity to route traffic away from the town. Now, with the expansion of Bishopton and Erskine and the development of the Braehead shopping centre, the traffic had increased significantly:

There was a planning proposal about forty years ago to bring a road down Braehead and extending across to Inchinnan but it was rejected. It was a short-sighted decision because that would have been an ideal solution to the problems we have now. The only way to sort the problem out is to make a bypass around the town. But the people with businesses here would be against that and that's one of the reasons it was knocked back originally. So it's not just a transport issue, it is a business issue too and the business lobby won.

Renfrew respondent

When the go ahead is given for something like Braehead, the Council just thinks that will be good, everyone will benefit, but they don't seem to

think through the implications a major development has on the existing infrastructure. No thought was given to the congestion these developments would cause.

Renfrew respondent

What's causing the traffic problems? You have Bishopton and Erskine growing beyond all recognition, if there is an accident on the M8, everything comes through Renfrew, and Braehead is expanding beyond belief. These are all putting huge pressures on the road network through Renfrew, the traffic has increased tenfold but they have done nothing in Renfrew to cope with that.

Renfrew respondent

As identified in Section 3.2, in Paisley there are concerns about the one way traffic system and a lack of adequate (and free) car parking:

When the Council introduced the one way system in Paisley, that was the death knell. They also need to look at the car parking because I can go to Braehead and park for nothing.

Paisley South respondent

There is no free car parking and that puts people off coming into the town. The Council seem to be anti-car.

Paisley North respondent

Health and the Environment

Respondents recognised the importance of the local environment in providing opportunities to improve the health and well being of residents, and as outlined in Section 3.3, there was a view that some residential areas have been developed with very few or no facilities to encourage healthy activity:

In Paisley there is a big territorial problem for young boys and it would be a lot better if kids could have sports or a youth centre in their local area so they don't have to cross into another gang's territory. Foxbar and Glenburn in particular don't have any facilities for kids. There is the Glenburn Resource Centre but that's only open twice a week for that age group for one hour.

Paisley South respondent

Some of the estates are like deserts, there's nothing there to support the development of communities; no shops or leisure facilities.

Johnstone respondent

Of even greater concern was a view that the Council was closing leisure and community facilities and which would have a detrimental impact on the health of local communities:

Closing Johnstone and Elderslie baths and moving the pool is not a viable solution for a lot of older people. There is no bus that goes up that way but even if it was easy to get to, we can't use the baths during the day because the school will be using it.

Johnstone respondent

The Council is also closing community halls so have to look at other options to run a healthy living group. We are using the Baptist church but have to limit the class size to 25 because of the space. We have more demand than that, so we are looking at the possibility of running more than one class a week but it's not easy.

Johnstone respondent

Before they closed the school down, it used to open the swimming pool to local people and it was very well used. But the new school doesn't have a pool so that's another facility lost. And the pool at the Lagoon is atrocious; it's impossible to swim in it, it's just a fun pool and that's no good if you want to swim for exercise.

Paisley South respondent

With the budget cuts looming, I hope the Council is not going to be short sighted about the health needs of Renfrewshire residents. I hope they

don't just think about the short term and allow recreational facilities to run down.

Renfrew respondent

Many of the focus group respondents also recognised that some of the existing parks and open spaces were underused and were concerned the Council would use this as a sign they were not needed. However, respondents stressed that any lack of use was primarily because of a concern about anti social behaviour or that the facilities were often run down:

Planners can look at the lack of use of parks and other leisure facilities and assume they are not wanted, but a key reason is that there is a security issue with most open air venues. If these facilities were safe for families to use or for kids to use on their own, there would be a lot more people using them.

Johnstone respondent

I wouldn't be happy with my kids coming down to the tennis courts to play because they would come back without their racquets. So some sort of warden is needed. I think wardens come through the park in their van and sit over at the bowling green, but they are only there for a short period of time. If we knew these facilities were secure during certain times, they would be used.

Renfrew respondent

There are parks in Paisley but they need to be made safe. I wouldn't take my Guides along there because you have the druggies. The wardens come in now and again but there needs to be a presence in the parks all the time they are open otherwise people won't know when it's safe to use them.

Paisley North respondent

The park is a disgrace. They put that skateboard thing in but it wasn't policed and it was vandalised in no time. You wouldn't use that park at night time because of the druggies.

Renfrew respondent

The local parks are very underused. There's a pitch and putt in one but it never seems to be open and the tennis courts in the other park are a mess.

Paisley South respondent

Waste disposal

Focus group respondents were aware of the drive towards a 'zero waste' policy and supported moves to increase recycling rates across Renfrewshire. However, there were mixed views on dealing with excess waste through incineration or a large scale recycling facility within Renfrewshire. For example, some respondents felt Renfrewshire should take responsibility for

the waste it creates rather than transferring it for others to deal with:

There were protests in the past when an incinerator was proposed for the Ferry but the technology has improved a lot since then and they can take all the gases out of the process. So I agree, there are things that could be done to build a plant to handle our excess waste. If was sited near a public building like a hospital, it could supply it with power from the incineration process. For example, what's to stop the use of land at the Southern General where the water treatment plant used to be?

Renfrew respondent

There was a programme on TV last night about a plant in New York which incinerates rubbish and generates electricity from it. Maybe that's an option which could be explored further to deal with our excess waste.

Bridge of Weir respondent

We're going to run out of landfill and we need to think of the next generation anyway. We have to accept our responsibility to deal with our waste and not pass it on to another authority. It's just a matter of where an incinerator would be sited. There is a lot of poor industrial land which is now

derelict. Surely, there would be a site available which did not encroach on housing or recreational areas.

Paisley North respondent

Some generation has to say things have to change, and I don't see why it shouldn't be ours. We should be proactive rather than reactive about dealing with our waste so I agree a solution could be found within Renfrewshire.

Paisley North respondent

The second biggest shipment out of Greenock is rubbish, going to China or India for reprocessing. Now, why can't we be using that here?

Bridge of Weir respondent

There will always be the NIMBY problem for a development like an incinerator, so it would need to be far away from any residential areas. If there was derelict industrial land available, that might work.

Johnstone respondent

However, there were just as many respondents were opposed to the building of an incinerator or large scale recycling plant in Renfrewshire, primarily because of the controversy over where the plants could be located:

Across Scotland, we're going to be moving soon to a zero waste policy. There are major constraints on landfill and there will also be limits on incineration, so recycling will be the only option. East Renfrewshire, Renfrewshire and Inverclyde Councils are looking to form a partnership and my concern is that Renfrewshire could become the disposal hub for the partnership. It's not going to be landfill as this will be taboo from 2015, so it will either be an incinerator or a big recycling facility which would be massive compared to the recycling centres we have at the moment. I would want to know if this is going to be the case and where it would be sited. It's going to be unsightly and there will be lorries thundering in and out all day long.

Paisley South respondent

If I thought there was a proposal for one near me (an incinerator or large scale recycling plant), I'd be dead against it. It can be a very polarising issue. People agree with the principle but they don't want it near them.

Johnstone respondent

It's got to be cheaper to incinerate waste locally than shipping it thousands of miles to be treated, but

it's political suicide. No-one would want an incinerator built near them.

Renfrew respondent

An incinerator or a processing plant in Renfrewshire might only create a hundred jobs but where are you going to site it? That's the issue that will bother a lot of people.

Bridge of Weir respondent

Flooding

Flooding was not perceived to be a major issue by focus group respondents. Those from Renfrew said there used to be flooding problems at the Ferry but work has just been completed which should provide greater protection from future flooding. A few other respondents mentioned flooding occurring occasionally near Linwood but there was also a view measures had been taken to deal with this:

They have just finished the work down at the Ferry to help protect against flooding. I've got a photograph of my model boat sailing up Ferry Road and I'm up to my knees in water. Hopefully this won't happen again because of the new works.

Renfrew respondent

There used to be problems of flooding on the some of the land around

Linwood. There have been some works carried out which seems to have worked in stopping the flooding.

Johnstone respondent

You get some flooding down my way but that's because I'm near the Linwood marsh; it must be the lowest lying bit of Paisley.

Paisley North respondent

Renewable energy

Without the option of wind turbines or a coastline to try wave and tidal power respondents were unsure about the potential for Renfrewshire to develop renewable energy sources. However, there was a view they would support more work to investigate other options for renewable energy:

There should be encouragement of renewable technologies but without a coastline to try wave and tidal, it's difficult to see what the focus should be on.

Renfrew respondent

If wind turbines are not an option in Renfrewshire, and many people say they don't work very well anyway, it will be important to see what other options are available. I would certainly support looking at how Renfrewshire

could develop sources of renewable energy.

Paisley South respondent

A few respondents felt the only viable alternative was solar energy, but the costs of installing panels on residential properties made this cost prohibitive:

My roof faces south and irrespective of bright sunshine or not, solar panels on the roof and a good storage facility could meet all my energy needs. That was with 13% efficiency and the panels are a lot more efficient nowadays.

Renfrew respondent

We don't have a coastline so that really leaves solar, but it takes so long to get your money back on your investment. If the cost of the units could come down, that would make it more viable. Maybe as traditional fossil fuels become more and more expensive, that might also tip the balance towards solar being economically viable.

Paisley South respondent

Ageing/declining population

Focus group respondents agreed that if the population was ageing, this needed to be recognised in how services were delivered in the future. However, there was a belief the solution to reversing the trend

was through economic development. By attracting industries to Renfrewshire, this would encourage young people to remain or attract other young households to relocate to Renfrewshire:

Renfrewshire has had a tough time from decades of industrial decline. This has made it difficult to get young families to stay here; they need to go elsewhere to find work. So that's how you deal with the problem – if Renfrewshire's economy could be improved and more jobs created, the younger folk would stay and others would move here to take up the new jobs.

| 4 | Concluding comments

The focus group programme with members of the Renfrewshire Public Services Panel provides a high level of agreement with the key issues the Council suggested might be included in the Main Issues Report and therefore recognised by the forthcoming Local Development Plan. However there were five in particular which respondents singled out as being particularly important:

Stimulating the economy and attracting inward investment - this was regarded by most respondents as the most significant issue of all and, if tackled, could act as the catalyst to help with the improvement of other issues, particularly town centre regeneration, housing, leisure and transport. This view was also reflected in the short questionnaire respondents were asked to complete, which indicated that almost three quarters (72.4%) felt job opportunities are inadequate (see Appendix B for details).

Retailing and town centres: this emerged as the next most serious issue (and confirmed by the survey which showed 81.3% rate the town centres as 'poor'). There was a widespread view the regeneration efforts had been largely 'cosmetic' and more urgent action was needed to restore the vitality of Renfrewshire's town centres. Respondents called for a better mix of

retail, employment and recreational uses (the survey also found that virtually all respondents (93.8%) would like to see more community facilities in town centres).

Housing: respondents felt there was a need for good quality, affordable housing across Renfrewshire (the survey showed only 3.6% rated this as 'good') as well as housing to cater for the needs of a growing elderly population (only 11.1% said in the survey that current provision was 'good'). There was also a widespread view that some existing housing areas lacked an adequate infrastructure, particularly in relation to shops and leisure facilities. The survey has confirmed this by showing that 75% of respondents do not feel the distribution of community facilities is appropriate and 78.1% do not feel there is adequate and easily accessible retail provision in their local area.

Transport: there was criticism that Renfrewshire lacked an integrated transport network (the survey showed that 43.8% felt it was 'poor' while fewer than one in five (18.8%) said it was 'good'). There was also some criticism that recent housing and retail developments did not adequately take account of the impact these would have on the road network (40.6% said the road network is poor, while only 25% rate it as 'good').

Health and the Environment:

respondents were concerned the underuse of parks and open spaces might be seen as a measure these facilities were not required. In contrast, respondents regarded these facilities as important to the health and well being of Renfrewshire residents but there was a concern over anti social behaviour at these sites and a view the quality of facilities was poor. Allied to this, there was a concern the closure of leisure and community facilities would also be detrimental to health.

Appendix A – Focus Group Discussion Guide

Renfrewshire Council Local Development Plan Discussion Guide

Introduction (5 mins)

Welcome to attendees.

Explain purpose of the event, timescales, next steps.

PURPOSE

To have some discussion around the current characteristics of Renfrewshire, trends, statistics, what is generally happening in and around the area and outline what the individuals of the group feel are the main land use planning issues affecting Renfrewshire.

TIMESCALES

October 2010

Commencement of Renfrewshire Local Development Plan (LDP) work in October 2010.

November 2010

Development Plan Scheme issued (Nov 2010). This document sets out Renfrewshire Council's programme for preparing and reviewing its Local Development Plan, what is likely to be involved at each stage in the preparation of the new Local Development plan and how, when and with whom consultation will take place. Identifies clearly how people can be involved in the process. This document will be updated every year to keep people up to date with what is going on in the process.

Oct 2010 – Jan 2011

Discussion with various internal and external groups to gather information on trends, key characteristics, progress on development, generally gaining an overview of the state of Renfrewshire from October 2010 to January 2011.

Jan – Feb 2011

Production of a draft State of Environment report, a document that presents all of the environmental trends, statistics, characteristics of Renfrewshire, providing a baseline for looking at the contextual issues of the area.

Jan – Mar 2011

Production of a draft Monitoring Statement, a document which provides a review of the performance of the current Renfrewshire Local Plan, which assessed how the local plan directed development within Renfrewshire and how the proposals and policies set out in the local plan been delivered. It also provides an analysis of the emerging trends and characteristics and the policy direction from the Scottish Government so that there is an early indication of potential issues and opportunities identified early in the process.

Jan – Feb 2011

Production of a draft Scoping Report, a document that sets out a framework for

assessing the potential environmental impacts of the new Renfrewshire Local Development Plan.

15 – 16 March 2011

Public Service Panel Focus Groups – 15 & 16 March 2011 at five different venues (Renfrew / Bridge of Weir / Johnstone / Gallowhill, Paisley / Gleniffer High School, Paisley)

March 2011

Discussion with various internal and external groups to gauge whether the draft documents (State of Environment Report/ Monitoring Statement/Scoping Report) capture the key characteristics and context of the area.

April 2011

Carry out a 'Suggestions for Land Use Change' exercise which allows developers, landowners, the community, various interest groups, etc an early opportunity to indicate land that they would be interested in bring forward through the Local Development Plan which could be built in the next 5 years. This brings forward potential sites but this does not necessary mean that they are acceptable and will be inserted into the new LDP. All sites need to be sieved and put through a scoring process to see if they are acceptable. There also requires to be an identified 'need' for a use.

10 May 2011

Stakeholder Conference – Large scale event bringing together various groups of people (public, community councils, developers, land owners) in Paisley Town Hall, to present what the Council consider are the main issues coming from all the discussions with internal and external parties, the Focus Groups events, review of the current Renfrewshire Local Plan and the analysis of the current and emerging trends. The aim of the day is for the Council to present what they consider are the key issues for the area and for all attending the conference to express whether the Council are correct in their approach and agree or disagree with the main issues identified.

May – Sept 2011

Preparation of Main Issues Report (MIR) and accompanying Environmental Report and completion of Monitoring Statement. The MIR outlines the big issues for the area, highlighting where development should and should not occur. Setting out a preferred vision and policy direction along with alternatives if the preferred option is not taken forward. The Environmental Report identifies and describes the likely significant effects of implementing policies in the new Local Development Plan, assessing the effect of proposals and the alternatives.

October 2011

Publication of MIR, Environmental Report

and Monitoring Statement – Consultation on all three documents.

NEXT STEPS

The points/suggestions/issues raised from the Focus Groups will be gathered together and presented in a report to the Council. These points will be taken on board and expressed and highlighted at the Stakeholder Event in the Paisley Town Hall on the 10 May 2011. These comments will also inform the production of the Main Issues Report, the Environmental Report and the next stages in the preparation of the Renfrewshire Local Development Plan.

Overview of planning system (10 mins)

CURRENT PLANNING SYSTEM

Why do we have a planning system?

The planning system exists to make decision about future development, guide where development should and should not happen and how development affects its surroundings.

The planning system exists to regulate the use of land and buildings by granting or refusing planning permission. These decisions made by planning officers on the planning applications are based on the Local Plan for your area.

Development Plans

Set out how places should change, outlines the use of land in our towns, villages, countryside, industrial areas and green spaces, etc and sets out the policies used to make decisions on planning applications.

Development Management

The section within the local planning authority where decisions on planning applications are made.

Have you had any involvement in planning before?

If so was it commenting on a local plan or a planning application?

NEW PLANNING SYSTEM AND PROCESS

Are you aware that the planning system has changed recently?

The current Development Plan covering the Renfrewshire area consists of the Glasgow and Clyde Valley Structure Plan and the Renfrewshire Local Plan. These two documents provide the planning policy framework for Renfrewshire.

The Planning etc. (Scotland) Act 2006 Since 2006 there have been major changes introduced to ensure planning is more inclusive and people get involved in planning, shaping the Development Plan for their area. The Planning etc. (Scotland) Act 2006 introduced many new processes and

procedures to help everyone become more involved in planning. The aim was to create a planning system that was fit for purpose.

Strategic Development Plan

Under the new Planning Act existing Structure Plans will be replaced with Strategic Development Plans (SDPs). The Strategic Development Plan that will cover the Renfrewshire area will be the Glasgow and Clyde Valley Strategic Development Plan. (People can find out more about the different plans from Renfrewshire Council's website.)

The New Renfrewshire Local Development Plan

The existing Renfrewshire Local Plan will also be replaced with the Renfrewshire Local Development Plan. The new Renfrewshire Local Development Plan will be prepared by Renfrewshire Council's Planning Department involving all interested parties such as the public, residents groups, Government organisations, land owners, etc. A Local Development Plan will cover the whole of Renfrewshire and be updated and replaced every 5 years. The New Local Development Plan will require to be concise, map based documents that look 10 years ahead in terms of land use proposals for the area. Although map based, the Renfrewshire LDP will still have a range of policies and proposals covering various topics such as employment, retail, housing, etc. The LDP will therefore provide a framework for where development should and should

not occur and provide a framework for the assessment of development proposals. (People can find out more about the different plans from Renfrewshire Council's website.)

Key Stages in the preparation of the new Renfrewshire Local Development Plan

The process for preparing Development Plans has also been revised recently under the 2006 Planning Act.

Main Issues Report

Following a period of early consultation and engagement with a range of stakeholders, a Main Issues Report (MIR) is prepared and published and there is an 8 week period for consultation, where people tell the Council what they think of the document and whether or not the big issues identified are correct or not. The MIR is not a draft version of the finished plan, its purpose is to identify the significant issues that the new Renfrewshire Local Development Plan will need to address and plan for the next 10 years. The MIR will present options as to where the new Local Development Plan may go, with preferred options being highlighted by the Council. The MIR for Renfrewshire Council will be prepared and published in early autumn 2011.

Environmental Report

As the Council prepares the new Local Development Plan it also prepares, in tandem, a Strategic Environmental Assessment (SEA). This is an environmental

report that assesses how the LDP might affect the environment and considers how any potential environmental impact might be reduced, mitigated and enhanced. The production of an environmental report ensures that the Council are placing environmental consideration at the centre of the plan making process.

Proposed Plan

A Proposed Plan is prepared by the Council following all of the consultation on the MIR and the SEA. The Council takes all of the comments on board, assesses the current characteristics, the direction from the Government and sets out a plan with policies and proposals to reflect all of the information gathered through the early stages of consultation and engagement. The Proposed Plan will resemble what will be in the final Renfrewshire Local Development Plan.

Importance of participation and consultation

Public engagement and consultation early in the Local Development Plan process is crucial and central to ensuring that the final LDP has been shaped by people who live, work and visit the area. Early participation in the LDP making process is vital as it provides an opportunity to discuss issues and areas for improvement right at the start, so that the plan can address the needs of all.

The Public Services Panel Focus Groups is only one of the avenues being utilised by Renfrewshire Council to deliver effective early participation in the LDP process. It is hoped that through participating in this group and attending the Stakeholder Conference on the 10 May 2011, you will be able to guide the Council to producing the right plan for Renfrewshire.

Current and emerging characteristics of Renfrewshire (15 mins)

Demographics:

Fluctuating population, between 2010 – 2033, a decrease of 5.3% in overall population within Renfrewshire.

Renfrewshire has a higher death rate than that recorded for Scotland as a whole in 2009.

Persons aged 60 years of age and older make up 22.7% of Renfrewshire, with a significant increase in those in the 75+ age group.

Employment/unemployment:

Between 1998-2008 Renfrewshire's economy contracted with the loss of 2,500 jobs.

Employment forecast for Renfrewshire indicate a predicated growth in employment by 2.09%, although this is slightly lower than the 2.32% growth expected for Scotland.

Health:

Life expectancy for a person living in Renfrewshire is 76.5 years.

Renfrewshire has the 4th highest rate of alcohol related death in males in the UK.

Renfrewshire has a higher death rate than the Scottish average. Common cause of mortality is from cancer, coronary heart disease and cerebrovascular disease.

Renfrewshire's relative position in terms of deprivation has worsened in SIMD 2009, in comparison to SIMD 2006.

Environment/ flooding/ drainage/ climate change:

The target of 42% reduction in emissions by 2020 and 80% by 2050.

In terms of carbon emissions since 2005 the trend in Renfrewshire has been a reduction in carbon emissions. Renfrewshire is within the top ten (8th) best performing authority.

There are 13,660 properties in Renfrewshire identified as being at risk of flooding.

In 2008/2009 Renfrewshire Council increased its recycling performance to 30.5%.

Transport:

68% of Renfrewshire residents used a car to get to work in 2008.

Commuting by rail in Renfrewshire (5%) is slightly higher than Scotland's national average of (4%).

38% of Renfrewshire's residents use the bus at least once a week.

Only 1% of Renfrewshire residents use cycling as a means of transport to work.

Traffic on Renfrewshire roads appears to be increasing by approximately 0.5% per annum.

Housing:

Renfrewshire's households would grow by a very small margin from 2010 to 2033. In Scotland as a whole, the numbers are set to increase by 21%.

Whilst the overall population has declined, the number of households has increased due to people living in smaller households. One adult households predicted to increase from 37% of all households to 44% by 2025.

Households headed up by a person over 75 are expected to show biggest increase from 12% at present to 16% in 2025.

Retailing:

The vitality of Renfrewshire's traditional town centres is put under considerable strain by the influence of Braehead, Silverburn and Glasgow City Centre.

Paisley Town Centre has witnessed a continual increase in the amount of vacant commercial units in recent years, 25% of all commercial units were vacant in the town centre. 90% of the units within Linwood Town Centre are vacant.

What are the big planning issues within Renfrewshire? (60 mins)

Ageing/declining population

Are there specific issues in relation to accommodating an aging population?

There is now more of an emphasis on keeping older people in their own homes rather than in older person's homes. Is the housing in your area appropriate to meet these needs?

How can Renfrewshire curb and reverse the declining population, how can we attract a younger generation to live and invest within Renfrewshire?

Town centres/ village centres/ retailing centres

What do you feel about the existing state of retail areas (town and village centres) within Renfrewshire?

What type of place and role should town centres and village centres deliver?

What do you expect to see within a town centre?

What should vacant units be used for, what type of uses should we attract?

Is the environment in and around centres an important factor? Should there be more greening of the edges around our towns and village centres?

Waste

Where is the most appropriate locations to site such facilities?

Renewables

Where would be the best locations for trying out new renewable schemes?

Stimulating development

How do we attract inward investment to Renfrewshire?

Where are the best locations to concentrate new developments?

What are the types of developments that we should be encouraging in Renfrewshire?

What type of uses are we lacking in the area?

Health/ environment/ climate change

Is increasing access to open space, recreation, services, etc, important within residential areas? Do we have appropriate linkages to open space and recreation?

Does Renfrewshire need more recreational pitches, areas of open space?

Do you consider that drainage and flooding is a problem/ issue within Renfrewshire, have you noticed any improvements/ decline in drainage? Would you welcome more corridors where drainage can freely discharge through the area, i.e. open burns, ponds, etc?

How should we try and contribute to reducing the impact on climate change?

Housing

Does Renfrewshire have the right housing in the right places?

How do you feel about the environment within residential areas?

Are existing housing area well connected to services and facilities?

Are there any particular types of housing required in Renfrewshire?

Do you feel that there is any need for additional land to be set aside for new residential sites?

Regeneration

Do feel that the regeneration projects such as the works to Renfrew and Paisley Town Centre, work in Johnstone at Collier Street and Johnstone bandstand, etc?

Are there any other areas where regeneration should be seen as a priority?

Appendix B – Survey of Focus Group Respondents

The Council prepared a short questionnaire which it asked focus group respondents were asked to complete at the end of the focus groups. The survey covered the range of issues raised during the focus group and the overall response is presented below (N.B. in most of the questions, respondents were asked to score their response from zero to ten, with zero representing the 'poor' end of the scale and ten representing the 'good' end. For ease of analysis, the scores have been grouped as follows: 0-3 'Poor', 4-6 'Neither poor nor good', 7-10 'good').

		POOR	NEITHER POOR NOR GOOD	GOOD
Demography	The population of Renfrewshire is in decline – how well do you think this issue is being dealt with?	42.9%	57.1%	0%
	How well is Renfrewshire coping with its aging population?	38.7%	58.1%	3.2%
Health	How would you rate the availability of health facilities?	9.7%	48.4%	41.9%
Employment	How adequate are the job opportunities?	72.4%	27.6%	0%
	How well located are existing employers?	41.4%	55.2%	3.4%
Environment	How much improvement do you think there has been in air quality?	32.3%	45.2%	22.6%
	How do you rate the flood prevention/control measures in your area?	6.9%	58.6%	34.5%
	Is there enough public accessible open space?	22.6%	38.7%	38.7%
	How accessible is the open space?	10.0%	43.3%	46.7%
		No	Yes	
	Should there be any additional recycling facilities in your area?	37.5%	62.5%	
	Should waste disposal facilities be located in Renfrewshire?	21.9%	78.1%	
Transport	How well does our public transport network function?	43.8%	37.5%	18.8%
	How well does the road network function?	40.6%	34.4%	25.0%
	How would you rate the provision in the transport network for pedestrians and cyclists?	51.6%	32.3%	16.1%

		POOR	NEITHER POOR NOR GOOD	GOOD
Housing	How would you rate the provision of private housing?	6.7%	43.3%	50.0%
	How would you rate the provision of public housing?	46.9%	37.5%	15.6%
	How would you rate the provision of special needs, amenity and sheltered housing?	25.9%	63.0%	11.1%
	How would you rate the provision of affordable housing?	35.7%	60.7%	3.6%
	How would you rate the range of house type/size?	3.7%	55.6%	40.7%
Retailing and Town Centres	How well do you think that our town centres are doing?	81.3%	18.7%	0%
		No	Yes	
	In the local area, is there adequate and easily accessible retail provision?	78.1%	21.9%	
	In Renfrewshire, is there adequate and easily accessible retail provision?	53.1%	46.9%	
		No	Yes	
Community Facilities	Is the distribution of community facilities appropriate?	75.0%	25.0%	
	Would you like to see more community facilities in town centres?	6.3%	93.8%	
Renewable Energy	Would you like to see more renewable energy projects located in Renfrewshire?	15.6%	84.4%	



Appendix 2

Pre Main Issues Stakeholder Conference Report June 2011

Pre Main Issues Stakeholder Conference Report June 2011

| 1 | Introduction

- 1.1 On the 10th May 2011, Renfrewshire Council's Planning and Transport Service held a pre Main Issues Report (MIR) stakeholder event, attended by over 80 delegates from the community, key agencies, developers, land owners, house builders, community councils, health partners and staff from most of Renfrewshire Council's Services.

Aim of Stakeholder Event

- 1.2 The main aim of the event was to ask attendees 'What are the main planning issues within Renfrewshire?'. The feedback and comments provided at the event are to be used in the preparation of the new Renfrewshire Local Development Plan (LDP). Early themes had emerged from background analysis of economic, social and environmental trends as well as from earlier consultation with the Council's Public Services Panel. The stakeholder event provided an early opportunity to discuss whether or not the broad topics identified in this initial work were in fact the 'Main Issues' that should be taken forward in the forthcoming Renfrewshire Main Issues Report (MIR) and accompanying Strategic Environmental Assessment (SEA) report.

Event Objectives

- 1.3 The event had three main objectives:

To outline what Renfrewshire Council consider are the emerging planning issues that require to be addressed in the forthcoming Renfrewshire LDP;

To discuss the main planning issues for Renfrewshire, to indicate what weighting should be given to the assessment of potential development sites for the new LDP and to validate the direction for the MIR; and,

To seek broad agreement that these are the planning topics to be taken forward and formally consulted through the MIR.

Feedback & Analysis

- 1.4 All of the information, comments, returned assessment sheets and the results of the interactive feedback session have been collated and will be analysed with the outcomes formulating the MIR.

Purpose of Report

- 1.5 The purpose of this report is to record the information, comments and issues raised by all participants at the conference. This report does

not intend to respond to the issues raised throughout the event, it simply outlines what the Council requires to consider as part of the preparation of the Renfrewshire LDP.

| 2 | Event Overview

Programme

- 2.1 The event took the form of a morning and an afternoon session, with training and an information session on the LDP in the morning session followed by discussion of potential main issues in the afternoon. A copy of the agenda for the day can be found in Appendix A of this report.

Attendees

- 2.2 In terms of who the Council wanted to be involved in the event, the following was considered to be a cross section of key stakeholders:

- Local people
- Community Councils, active residents and community groups
- Neighbouring Council
- Key Agencies
- Developers
- Land owners
- Consultants that have clients with development interests within Renfrewshire
- Housing Associations

A full list of the delegates that attended the Stakeholder Conference can be found in Appendix F of this report.

Morning Session

- 2.3 The training and information session was aimed at interested parties wanting to find out more about the planning system, in particular development plans and how to engage and become more involved. The information morning comprised of a presentation followed by a question and answer session. Within the delegates pack there was a Scottish Government publication 'A guide to the Planning System in Scotland' (2009), Renfrewshire's Local Development Plan Scheme and a copy of the presentation slides which can be found in Appendix B at the back of this report.

Afternoon Session - Presentations

- 2.4 The main issues discussion in the afternoon commenced with an introduction from the Director of Planning and Transport outlining the importance of participating in the development plan, getting involved at an early stage in the process and providing views and comments on the direction of the new Renfrewshire LDP.
- 2.5 A presentation setting out an overview of the Renfrewshire LDP

was provided by the Policy and Regeneration Manager. A copy of the presentation slides can be found in Appendix C of this report.

Afternoon Session – Workshops

- 2.6 The break-out workshop session comprised 10 tables with delegates, a facilitator and scribe. These discussions aimed to highlight main issues emerging from topic areas. A copy of the main points from the workshops can be found in the scribe notes within Appendix D.

- 2.7 All delegates were provided with a copy of 'Workshop Notes' highlighting 5 broad topics and the emerging issues within these topics as well as some questions to prompt discussion on each topic. These topics and issues were identified in the preparatory work leading up to the conference as referred to in paragraph 1.2.

- 2.8 The 5 broad topics were as follows:

1. **Housing:** Good quality affordable housing catering for all sectors of the population, in particular the growing number of elderly people, in the right places.

2. **Transport:** Location of new development in sustainable places, close to walking, cycling and public transport provision.

3. **Health and Environment:** Provision of a high quality environment and green network being linked to improvement in health and well-being and general quality of life in Renfrewshire. Addressing climate change through adaptation and mitigation.

4. **Economic Growth:** Providing the right sites in the right location to stimulate Renfrewshire's economy and promote inward investment.

5. **Retailing and town centres:** Restoration of the vitality and viability of Renfrewshire's town and village centres, ensuring the best mix of uses in our centres and promote regeneration.

Afternoon Session – Evaluation Checklist

- 2.9 Following discussions within the workshop groups, delegates were then asked to complete an assessment sheet providing an indication of how Renfrewshire Council could evaluate any new development sites that may come forward through the LDP process. Delegates were asked to score a series of possible considerations ranking them in terms of importance, with 1 being not a consideration and 5 being a very important consideration. The results of all assessment score sheets returned can be found in Section 4 of this report. The 'Suggestions for Land Use Change – Assessment of Sites' checklist can be found in Appendix 5, further information is also set out in Section 4.

series of questions, formulated by the feedback from the workshops. Each delegate had to answer the questions which were outlined on a series of presentation slides. The slides and results are displayed in Section 5 of this report. The feedback from each question asked was translated into immediate results on the screen for all delegates to view. This was considered to be a good and instant snapshot overview of what were considered to be the main planning issues for Renfrewshire. It allowed both delegates and Renfrewshire Council staff an immediate interpretation of what will feature in Renfrewshire's Main Issues Report.

Afternoon Session – Interactive Question Time

- 2.10 The Interactive Question Time comprised of the principle comments from each of the 10 workshop groups being collected by each facilitator and scribe and presented in the form of an 'Ask the Audience' style session. Each delegate was provided with a hand held key pad and presented with a

| 3 | Feedback from Workshops

3.1 The following section summarises the comments received during the consultation event. More detail is provided in Appendix D. The report provides a summary of responses in order to report and analyse the results. It is not the intention of this report to reproduce every comment word for word, but it does cover all aspects of the comments received on each issue. The following can be treated as the main issues arising from the workshops.

Housing

- The plan needs to identify the right housing sites in the right locations
- Too much emphasis is being placed on Community Growth Areas to address Renfrewshire's housing needs.
- The Council needs to build greater flexibility into housing policies to provide more opportunities for housing development. There is a lack of deliverable sites within Renfrewshire and as such quality land that can be developed within 5 years should be released.
- New housing developments must be located in sustainable locations with access to jobs, community facilities and transport.

- The housing supply should be flexible with a mix of tenures and size of property to meet the housing needs of the population. Importantly, there is a lack of affordable housing in the villages, family housing and suitable housing for older people.

Transport

New developments need to be accessible for walking and cycling and must be located close to existing public transport hubs/infrastructure.

More should be done to promote Glasgow Airport within Renfrewshire and it is important that existing settlements and new developments are accessible to the airport to realise its potential within Renfrewshire.

Access to and availability of good public transport provision within villages is an issue. There is a lack of services and facilities within many of the villages which mean the local population have to travel to neighbouring towns. The problem is compounded by the fact that there isn't an accessible or frequent public transport service which means most of the trips are by car.

Maintenance of pathways and cycling routes and safety on these routes are

problems that discourage people from walking and cycling more often.

Health and Environment

Key to tackling deprivation is creating jobs within the authority area and providing better access to employment opportunities to encourage and enable people to live and work in Renfrewshire.

New developments should integrate housing with suitable social infrastructure, community facilities and the natural environment. The population must have access to high quality schools, transport links, health services, recreational facilities and an attractive natural environment.

Local waste management and renewable energy schemes should be integrated into new developments and should be promoted within existing settlements.

Economic Growth

The Council needs to adopt a more flexible approach in terms of industrial and business planning policy. A wider range of land uses should be allowed in industrial/commercial areas to stimulate growth and support the overall development of these areas.

Renfrewshire needs to maximise the potential offered by Glasgow Airport

in delivering economic growth. It is important that there is a supply of quality employment sites in and around the airport and more needs to be done to promote development opportunities within Renfrewshire.

Renfrewshire is in a great location to benefit from tourism in Glasgow, however, there is a need to build on the tourism value of Paisley and improve the tourism offer in Renfrewshire to realise this potential.

The legacy of brownfield sites and vacant properties makes Renfrewshire look depressed. The correct environment needs to be provided whereby businesses can flourish. The provision of high quality infrastructure, transport links and the quality of the environment/attractiveness are vital in attracting new businesses into an area.

Retailing and Town Centres

There is a need for greater flexibility in town centre policy which will facilitate a move away from the traditional retail dominated uses within town centres. Town centres should be a mix of retail, amenities and residential, aiming to decrease the number of vacant units. This will create more vibrant town centres which will be more attractive places to live and work.

Town centres such as Paisley need to change their role and provide facilities and services that serve the demands/needs of the local population.

Paisley cannot compete with Braehead and other similar centres in terms of retail. Furthermore, the lack of quality parking spaces are also a problem for the town centre and this encourages people to go elsewhere. Paisley needs to provide something unique e.g. an outlet centre. In addition, more needs to be made of heritage tourism and the potential offered by promoting Paisley as a university town.

It is important to ensure that all of the town centres offer a safe, clean and attractive environment to encourage new businesses to invest and people to live and spend time in the centres.

The LDP needs to provide a policy framework which recognises Braehead as an asset within Renfrewshire.

| 4 | Feedback from Evaluation Checklist

4.1 As part of the preparation of the Renfrewshire Local Development Plan, setting out the long-term vision for the future development and regeneration of Renfrewshire, the Council undertook an exercise whereby land owners, developers, groups and associations were asked to provide suggestions of where land could be zoned for an alternative use and identify sites that may be available for development or redevelopment in the period of the LDP from 2014 to 2019.

4.2 An exercise titled 'Suggestions for Land Use Change' ran from 1 April 2011 to the 29 April 2011. This exercise provided an early opportunity to submit sites that have a genuine development potential for consideration as the Council prepares and consults on the various stages of the LDP process.

4.3 At the end of the 'Suggestions for Land Use Change' exercise, the Council received over 100 suggested sites. Detailed work to assess the suitability of the suggested sites requires to be undertaken. To ensure sites are suitably assessed and filtered, the Council considered that asking LDP stakeholders their views

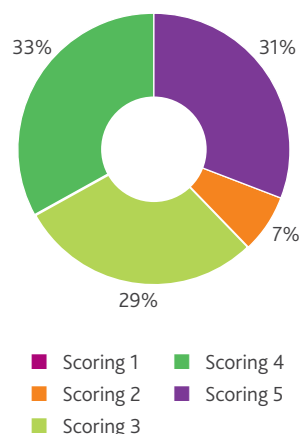
on the least and most important considerations when assessing any potential development sites to be included in the new LDP would provide a basis for formulating a scoring mechanism.

4.4 At the Stakeholder Conference, following discussions within the workshop groups over the main issues and how the Council might propose to consider these main issues within the new Renfrewshire LDP, delegates were asked to complete an assessment sheet providing an indication of how Renfrewshire Council could evaluate any new potential development sites. Delegates were asked to score a series of considerations ranking them in terms of importance, with 1 being not a consideration and 5 being a very important consideration. The results of all assessment score sheets returned are outlined below. The 'Suggestions for Land Use Change – Assessment of Sites' checklist can be found in Appendix E.

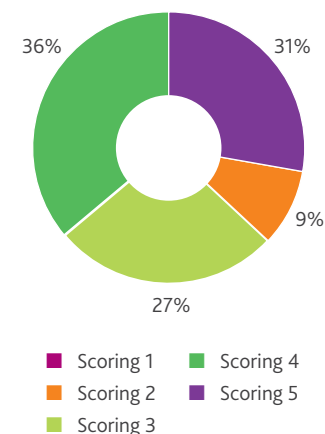
1 – not a consideration

5 – very important consideration

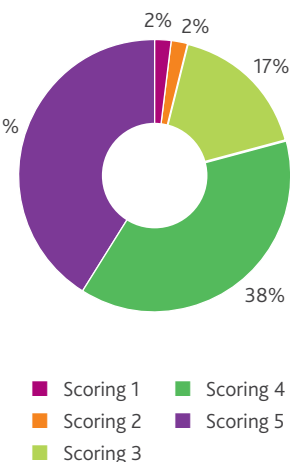
Re-development of brownfield land



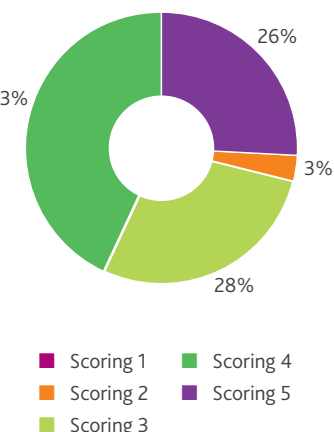
Preserving Renfrewshire's green network (green belt, open spaces etc)



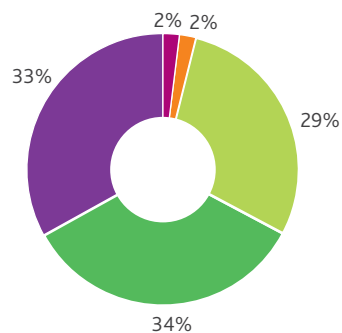
Availability of public transport



Impact on local amenity and integration with the natural environment

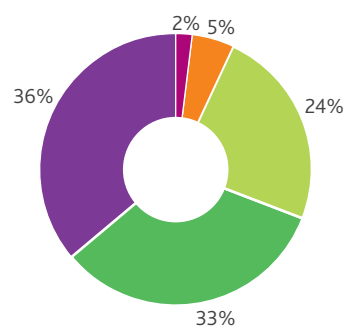


Availability to town centres, local services and green network on foot



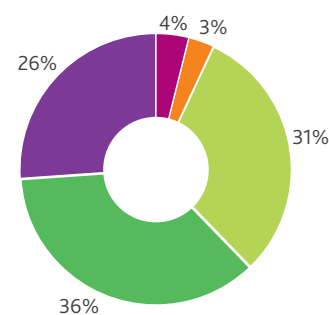
Scoring 1
Scoring 2
Scoring 3
Scoring 4
Scoring 5

Availability and deliverability of site within 5 years



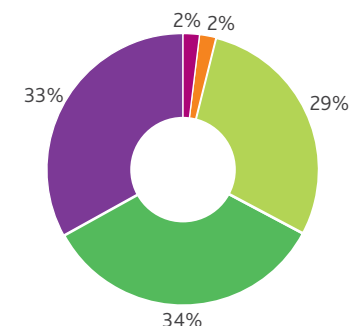
Scoring 1
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Scoring 3
Scoring 4
Scoring 5

Impact on character of existing settlements (landscape & townscape character)



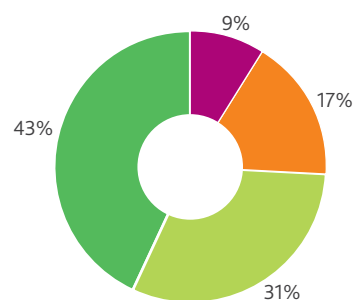
Scoring 1
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Scoring 5

Protection of natural resources



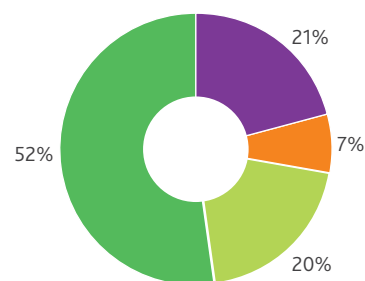
Scoring 1
Scoring 2
Scoring 3
Scoring 4
Scoring 5

The capability of incorporating renewable energy sources or energy conservation measures into the proposal



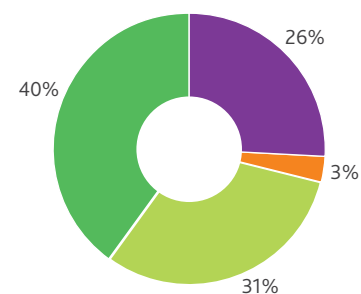
Scoring 1
Scoring 2
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Scoring 4

Impact on local services and community facilities



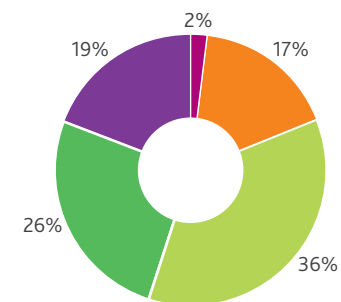
Scoring 1
Scoring 2
Scoring 3
Scoring 4
Scoring 5

Flooding and drainage



Scoring 1
Scoring 2
Scoring 3
Scoring 4
Scoring 5

Availability to town centres, local services and green network on foot



Scoring 1
Scoring 2
Scoring 3
Scoring 4
Scoring 5

- 4.5 The results from the questionnaire clearly indicate that the majority of stakeholders attending the LDP event felt that the characteristics identified in the checklist were of important to very important considerations when assessing and filtering any new sites that come forward through the LDP process.
- 4.6 The Council will use this feedback to inform the scoring mechanism that it requires to prepare in order to assess new sites or redevelopment of old sites for inclusion in Renfrewshire's LDP. Sites that are considered potentially suitable for development will be subject to public consultation as part of the ongoing preparation of the LDP.

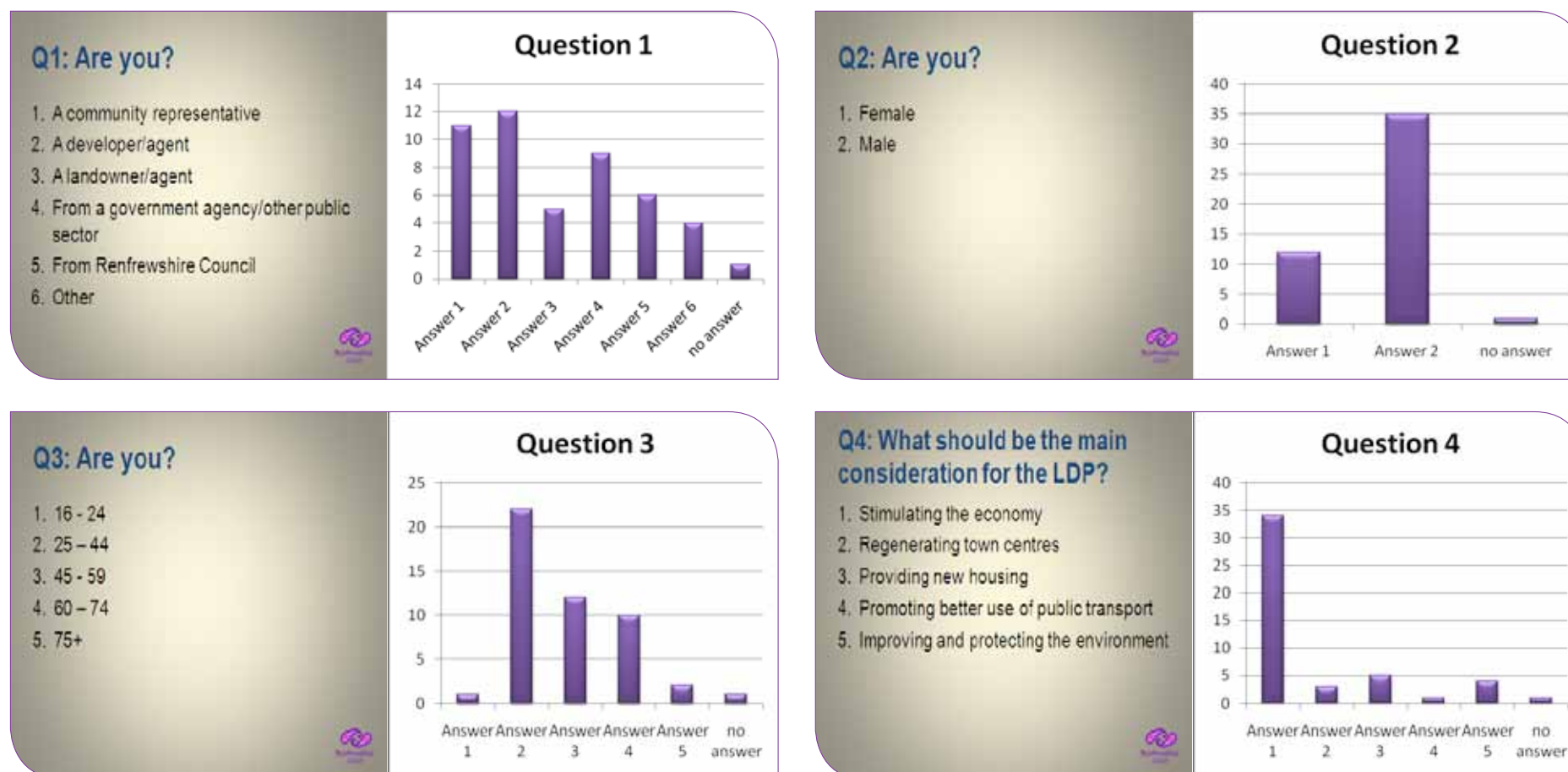
| 5 | Feedback from Interactive Question Time

5.1 As well as the feedback that was recorded by the facilitators and scribes during the group discussion on the main issues, it was considered that

it would be useful to try and obtain a snapshot poll, with immediate results, from delegates, based on the early emerging key themes for

Renfrewshire's LDP. The results of the interactive question time that appeared on screen at the Stakeholder Conference are shown below.

Local Development Plan Stakeholder Conference 10 May 2011 – Ask the Audience Survey



Q5: What is the main issue for stimulating the economy?

1. Providing better sites for new/modern businesses
2. Less restrictive between use classes 4 – 5-6
3. Promoting key companies and locations
4. Allowing redevelopment of old industrial areas
5. Improving infrastructure to support economic development



Question 5

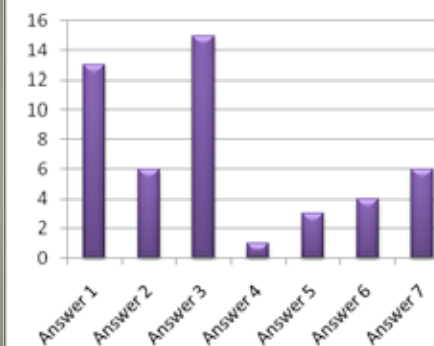


Q6: What is the main issue for regenerating town centres?

1. Promoting individuality of centres
2. Improving their retail offer
3. Getting more people living in them
4. Holding events
5. Developing an evening economy
6. More community facilities and services
7. Improving buildings and public spaces



Question 6

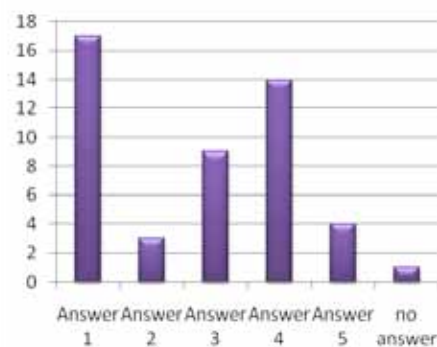


Q7: What is the main issue for housing?

1. Need for new sites for housebuilding near transport, employment and community facilities
2. Continue to renew existing housing stock
3. The provision of more affordable and rented housing
4. Need for mixed use and mixed tenure developments
5. Involving existing communities



Question 7

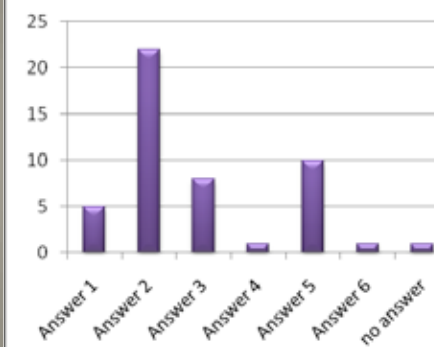


Q8: What is the main issue for transport?

1. Need to reduce congestion on roads
2. Choose development locations near public transport
3. Improve the quality of bus transport
4. Promote walking and cycling
5. Encourage mixed use communities
6. Improving access links to the airport



Question 8



Q9: What is the main issue for the environment

1. Impacts of climate change
2. Protection of important species/habitats
3. Providing accessible, safe, good quality green spaces
4. Dealing with waste and energy targets
5. Promote temporary greening of vacant sites



Question 9



Q10: To be kept informed ---

1. Updates on Council website
2. Press release
3. Direct email
4. All of the above!



Question 10



Q11: Did you find the event -

1 Of limited use → 5 Informative and valuable

Question 11



5.2 The results from this session are clear to see and are extremely useful in formulating a vision and preferred strategy for the Renfrewshire Main Issues Report.

| 6 | Next Steps

6.1 A Main Issues Report, Strategic Environmental Assessment and a Monitoring Statement are currently being prepared. These will draw on the following sources:

- **monitoring;**
- **technical work;**
- **advice from the Key Agencies;**
- **advice from other Services within the Council;**
- **the comments and information received at the Public Services Panel, and;**
- **the pre MIR Stakeholder Conference.**

6.2 The key issues identified will be set out in the Main Issues Report. Consultation on these documents will take place later in 2011.

Appendix A – Agenda for Pre Main Issues Report Stakeholder Conference

Optional Development Plan Information and Training Session	11am to 12.30pm
Registration and Lunch	12.30pm to 1.25pm
Welcome Introduction – Bob Darracott (Director of Planning & Transport)	1.30pm
Renfrewshire Local Development Plan – Stuart McMillan (Policy & Regeneration Manager)	1.45pm
Question and Answer Session	2.00pm
Order of the Afternoon – Sharon Marklow (Assistant Manager - Policy)	2.15pm
Workshop Session	2.30pm – 3.30pm
Suggestions for Land Use Change Evaluation Checklist	3.30pm – 3.45pm
Coffee (Opportunity to view the submissions on the Suggestion for Land Use Change exercise)	3.45pm
Interactive Question Time	4.10pm
Event Finish	4.30pm

Appendix B – Renfrewshire's Local Development Plan Morning Presentation Slides

Slide 1

Introduction

The planning system

Strategic Development Plans & Local Development Plans


Development planning – engagement & consultation



Slide 2

Purpose of planning

- Guides the future development and use of land
- Outlines where development should and should not happen
- Promoting and facilitating development while protecting and enhancing the built and natural environment
- Critical balancing role



Slide 3

Planning Reform



Planning etc. (Scotland) Act 2006

- Fit for purpose
- Efficient
- Inclusive
- Culture change



Slide 4

Changes to the Development Plan System

Slide 5

The National Planning Framework


- Long term vision to 2030
- Guides the strategic development plan and local development plan
- Identifies 'national developments'
- Action programme



Slide 6

The Development Plan

- Four City Regions
 - Strategic Development Plan
 - Local Development Plan
- Outside the four city regions
 - Local Development Plan



Slide 7

Strategic Development Plan

- Vision statement looking 20 years ahead
- Includes a 'spatial strategy'
- Updated every 5 years
- Must have regard to the National Planning Framework and other strategies



Slide 8

Local Development Plan

- Covers the whole local authority area
- Updated every 5 years
- A vision for the next 10 years
- Spatial strategy
- Have regard to National Planning Framework, strategic development plan & Government policy
- Views of agencies, community council & public are key to a successful plan




Slide 9

Strategic & Local Development Plan – Key Stages




Slide 10

Engagement in the Development Plan Process Strategic Development Plan

Development Plan Scheme

- Annual

Main Issues Report / Environmental Report

- January 2011

Proposed Plan

- June 2011



Slide 11

Renfrewshire's Local Development Plan

Development Plan Scheme

- Annual

Monitoring Statement

- September 2011

Main Issues Report / Environmental Report

- September 2011

Proposed Plan

- June 2012



Slide 12

Consultation & Engagement



Renfrewshire's Development Plan Scheme sets out timescales and details of how and with who we will consult



Slide 13

PAN 3/2010 Community Engagement

- Role of key stakeholders
- Confirmation of Community Council role
- Outlines development plan preparation and the importance of community engagement



Slide 14

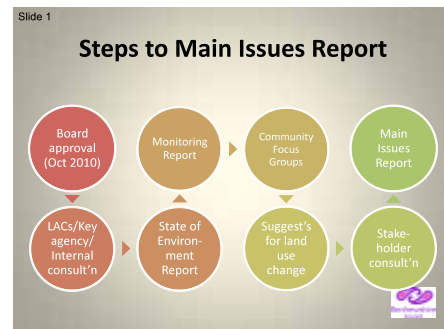
Development Plan engagement

REMEMBER

- Early involvement in development plan preparation
- Contribute to the Main Issues Report
- Keep involved throughout the process



Appendix C – Afternoon Presentation Slides – overview of the Renfrewshire Local Development Plan



Slide 2

LACs/Key agency/Internal consult'n

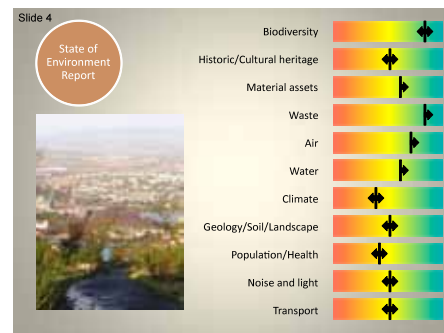
- Presentations to Planning Board and the five Local Area Committees
- Ongoing meetings with
 - SEPA
 - SNH
 - Historic Scotland
 - Transport Scotland
 - SPT
 - Scottish Water
 - Internal working groups

Slide 3

State of Environment Report

- Seeks to assess the current status of Renfrewshire's environment.
- Required by need for Strategic Environmental Assessment (SEA).

Biodiversity	Air	Population/Health
Historic/Cultural heritage	Water	Noise and light
Material assets	Climate	Transport
Waste	Geology/Soil/Landscape	



Slide 5

Monitoring Report

Two purposes:

- Assess how the Renfrewshire Local Plan 2006 has performed
- Identify the changes in the legislative, policy, social, economic and environmental context for the new plan.

Renfrewshire LP 2006

Started preparation in 1999

- 111 policies
 - 2 policies used considerably
 - 12 policies used frequently
 - 39 policies used infrequently (1 – 5 times)
 - 13 policies never used

Slide 6

Monitoring Report

Social context

- Decade of decline but recent population increase
- Reduction in working age population
- Modest in-migration
- Changing requirements for an ageing population
- Emerging housing requirements across social, affordable and private tenures
- Need to ensure adequate housing sites in the right places

Slide 7

Monitoring Report

Economic context

- Recognised strategic locations for business and industry incl. Glasgow Airport
- Public sector enabling proving more challenging
- Continuing issues of vacant and derelict land
- Braehead sixth ranked retail centre in Scotland
- The vitality and viability of traditional town centres needs ongoing support
- Growing potentials to promote Renfrewshire as a place to visit

Slide 8

Monitoring Report

Environmental context

- Legislative requirements on climate change, sustainable development, waste and flooding
- Investigation into implementation of renewable technologies
- European and national protection areas and valuable local biodiversity
- Continuing growth in car use and decline in use of public transport, walking/cycling

Slide 9

Community Focus Groups

Public Services Panel Focus Groups

- Paisley North
- Paisley South
- Renfrew
- Johnstone
- Erskine
- Qualities and issues for places

Slide 10

Main findings

Community Focus Groups

- 5 key issues emerged from Focus Groups –
 1. Stimulating the economy and attracting inward investment
 2. Town centre regeneration
 3. Housing
 4. Transport
 5. Health and environment

Slide 11

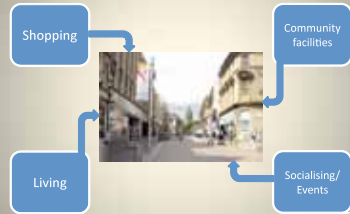
Stimulating the economy and attracting inward investment



- Unlocking potential and a catalyst for –
 - Social and physical regeneration
 - Improved transport networks
 - More spending in town centres

Slide 12

Town centre regeneration



Slide 13

Housing


Need to provide -

Affordable housing Elderly housing High quality places



Slide 14

Transport




Speech bubbles:

- The roads are already congested
- But the rail network is a great asset
- Well the rural area lacks an evening public transport service
- Too much development is reliant on car access
- And the quality of bus services is poor

Slide 15

Health and the environment



Thought bubbles:

- Positive health and well being
- Anti social behaviour worries
- Quality issues
- Unfettered growth but valued

Slide 16

Steps to Main Issues Report



Slide 17

Suggest's for land use change



- An early opportunity to suggest future development locations in Renfrewshire
- Suggestions are from the private sector to the Council
- Some known sites – some new
- Assessment required – criteria to be considered today
- MIR will highlight suggested locations and consult on options – preferred and otherwise



Slide 19

Next steps

Stakeholders Conference – 10 th May 2011
Preparation of draft Main Issues Report
Main Issues Report to Planning Board – c. September 2011
Main Issues Report consultation - 8 weeks
Proposed Plan – 7/8 months later
Examination of objections – early 2013

Appendix D – Main Points from the Discussion Workshops

TABLE 1

FACILITATOR: Sharon Marklow

SCRIBE: Laura Cochrane

Housing – It is important that we have the right type of housing sites in the right places. Renfrewshire needs more family housing on the edge of settlements where people want to live. The current oversupply of non effective housing sites does not address this need. Too much emphasis is being placed of Community Growth Areas to address Renfrewshire's housing needs. There needs to be greater flexibility, policies are too restrictive which is constraining development in certain areas.

Transport – To improve accessibility and encourage people to reduce their car usage there needs to be better co-ordination of public transport, safer areas to walk and cycle and a range of uses within village and town centres.

Health and Environment – Access to good quality schools, employment opportunities and housing is key to reducing deprivation within Renfrewshire. It is important that linkages between health, the environment and types of housing are clearly defined in Renfrewshire's LDP. More flexible policies are required within the LDP to ensure that the right types of development are located in the right locations.

Economic Growth – Not enough is made of Glasgow Airport being within the Renfrewshire Council boundary. It is important that there is a supply of quality employment sites in and around the airport. There is a need for greater flexibility to be built into the Council's approach to stimulating the economy. Furthermore, the Council needs to ensure that LDP policies are not restrictive and that people are made aware that Renfrewshire is open for business.

Retailing and Town Centres – There needs to be a greater mix of uses within town centres and policies must be more flexible and less restrictive in terms of the uses that are considered acceptable. Town centres should not be dominated by retail with more community facilities available and uses that will attract evening activity. Importantly people should feel safe in our town centres. Renfrewshire Council should also make more of tourism as a means to improve the vibrancy of our town centres. The above issues were largely raised in relation to Paisley town centre, there was a general feeling within the group that other centres perform reasonably well.

TABLE 2

FACILITATOR: Susan Jones

SCRIBE: Angela Gray

Housing – It is important that Renfrewshire has the right type of sites to attract developers and address housing need. Brownfield sites should be developed first to save money on new infrastructure, schools etc, however, it is important that Renfrewshire's housing sites are deliverable. There is a lack of deliverable sites within Renfrewshire and as such quality land should be released for new housing development. It is also important that housing within Renfrewshire is fit for purpose, the existing supply does not address the needs of the population e.g. young professionals and single people.

Transport – It is important that there are viable alternatives to car travel such as cycling and trains within the existing infrastructure and these methods should be accessible. Public transport needs to be made more attractive to potential users. It's important that bus companies work in partnership to deliver an efficient service and subsidies should be provided for rail fares.

Health and Environment – The quality of the environment is an issue. Facilities influence where people live, it is important that a range of facilities are accessible and that facilities are maintained to provide a safe and good quality environment. It is

important that green space is accessible and integrated into new developments. There should be a focus on redevelopment rather than expansion of the urban boundary. Planning policy needs to be more flexible and the government needs to invest more in the redevelopment of brownfield land.

Economic Growth – Education is fundamental to attracting business to Renfrewshire. It is also important that business incentives are in place to attract new and retain existing businesses within Renfrewshire. The correct environment needs to be provided whereby business can flourish, the provision of high quality infrastructure and transport links are vital.

Retailing and Town Centres – It is important that each town has its own identity and it is important that there is more promotion of our towns, informing people of what is going on and what the towns have to offer. With greater pressure from other centres and changing shopping habits (internet shopping/influence of large supermarkets) Renfrewshire Council must think 'outside the box' to allow our town centres to compete. Investigating the potential of transforming Paisley town centre into an outlet centre is a good idea.

TABLE 3

FACILITATOR: Iain Stewart

SCRIBE: Kate Cuthbert

Housing – The Council could be more flexible and consider green belt or open space sites for housing developments. However, there needs to be a mix of locations for new development – urban and some greenbelt. It is also important to ensure that the housing supply is mixed with a mix of tenures and size of property to meet the housing needs of the population.

Transport – New developments should be located on or near public transport routes. Public transport provision needs to be improved in rural Renfrewshire. The quality of the bus service needs to be addressed through greater bus regulation. Maintenance of pathways and cycling routes and safety on these routes are problems that discourage people from walking and cycling more often.

Health and Environment – It is important to provide local jobs to tackle the concentrations of deprivation within Renfrewshire. Access to healthcare, education and leisure facilities needs to be better managed and we need the right type of facilities in suitable locations. Local people should be more closely involved and consulted to help plan services.

Economic Growth – There is a need

to build on the tourism value of Paisley and advertise the positive aspects of Renfrewshire. There is also a need to develop clearly defined areas of different types of industry which seek to attract a broader base of industries e.g. green/ new technology jobs. These 'cleaner or less polluting' industrial uses should be integrated throughout Renfrewshire and should not be located on large isolated sites. The quality of the environment/ attractiveness of the site is crucial to attracting new businesses into an area, Renfrewshire Council should take this opportunity to show how to develop good industrial estates with attractive landscaped areas.

Retailing and Town Centres – It is important that there is a diversity of uses within Paisley town centre. People should be encouraged to live within Paisley town centre and leisure activities should be located within the centre to improve the vibrancy of the centre. There is no need to change the role and function of any other town centre within Renfrewshire. However, it is important to ensure that all of the town centres offer a safe, clean and attractive environment to encourage new businesses to invest and people to live and spend time in the centres.

TABLE 4

FACILITATOR: Catherine Lambert

SCRIBE: Steve Edwards

Housing – New housing developments should be focused on existing centres and closely linked to important services like high quality schools. It is important not to neglect opportunities for conversion of vacant industrial/ business properties and under occupied residential properties, further encroachment onto greenfield sites should be avoided. Housing provision needs to match population trends and predictions.

Transport – New infrastructure should be developed to support the public transport network. The level of traffic on our roads poses a threat to pedestrians and cyclists and acts as a deterrent. It is therefore important that routes for pedestrians and cyclists are separated from the road network to encourage people to reduce their car usage.

Health and Environment – Key to tackling Renfrewshire's fundamental health problems is a revival of the local economy with more jobs being created. It is also important that more places are created where people will want to raise their families. New developments should integrate housing with suitable social infrastructure and facilities and policy should ensure that these developments

deliver environmental improvements and do not cut people off from the natural environment. There is also a need to investigate the potential of using natural land to reduce flood risk downstream in urban areas while creating new habitats at the same time.

Economic Growth – The legacy of brownfield sites and vacant properties makes Renfrewshire look depressed. Greater effort needs to go into making Renfrewshire a more attractive business location with emphasis being placed on Renfrewshire's good quality transport links. The previous policy focus has been centred too much on retail function and town centres, there is a need to shift the policy emphasis to other novel sectors to support economic growth.

Retailing and Town Centres – Poor quality shops dominate town centres too much. Town/village centres need to be vibrant, multifunctional and safe. These centres should have both a daytime and evening economy which will require more people living in the centres and a greater diversity in terms of the uses available.

TABLE 5

FACILITATOR: Kevin Dalrymple

SCRIBE: Campbell Purves

Housing – Some of the existing brownfield sites are not commercially viable and too much focus is being placed on the community growth areas to address housing needs within Renfrewshire. The Council needs to build greater flexibility into housing policies to provide more opportunities for housing development. New housing developments must be located in sustainable locations with access to jobs, community facilities and transport. While greater flexibility is required within the plan, the Council needs to address how brownfield sites are marketed and how these sites can be made more attractive to developers. There is a lack of affordable housing in the villages.

Transport – Access to and availability of good public transport provision within villages prevents people from becoming more sustainable. There is a lack of services and facilities within many of the villages which mean the local population have to travel to neighbouring towns to access these services. The problem is compounded by the fact that there isn't an accessible or frequent public transport service which means most of the trips are by car. Accessibility of public transport and public transport links to Glasgow Airport should

be key considerations when identifying new development sites.

Health and Environment – This theme was not discussed.

Economic Growth – Local Development Plan policy should be less restrictive and there should be a more flexible approach to land zoning to help stimulate economic growth. Renfrewshire council should place greater emphasis on promoting and marketing the vacant sites. Importantly the aesthetics of sites encourage investment. New developments should be located in sustainable locations and should be linked to Glasgow Airport.

Retailing and Town Centres – Town and village centres need to provide facilities and services that serve the demands of the local population. Traditional centres can't compete with Braehead and other similar centres, therefore there is a need for greater diversity, range of uses, with less focus on retail. It is important to create a sense of individuality in Paisley town centre with greater focus being placed on heritage tourism. Linwood town centre has been left to decline for too long, regeneration is vital to the appearance and wellbeing of the town.

TABLE 6

FACILITATOR: Judith Chalmers

SCRIBE: Janice Moakler

Housing – It is important to deliver sustainable growth of all settlements rather than large growth of specific sites e.g. community growth areas. New developments should make use of existing infrastructure and housing policy should focus on the re-development of brownfield sites. New settlements tend to lack character, however, good planning and design promotes better well being.

Transport – New developments should be integrated with the public transport network located close to facilities to encourage people to walk and cycle. For this to be realised and for people to use the car less it is important that a safe environment is provided for pedestrians and cyclists. More should be done to promote the airport within Renfrewshire and it is important that existing settlements and new developments are accessible to the airport to realise its potential within Renfrewshire.

Health and Environment – There is a need for high quality job opportunities to be provided in Renfrewshire to help address deprivation. The population must have access to good schools, quality transport links and an attractive environment. The Council should seek to ensure renewable

energy and waste management schemes are integrated into new developments.

Economic Growth – Existing employment locations are reasonably successful, however, care must be taken to ensure that Renfrewshire is not the poor relation of Glasgow in terms of economic growth. Renfrewshire needs to maximise the potential offered by Glasgow Airport in delivering economic growth. Renfrewshire is in a great location to benefit from tourism in Glasgow, however, it is important that we improve the tourism offer in Renfrewshire to realise this potential.

Retailing and Town Centres – Traditional town centres cannot compete with centres such as Braehead and Silverburn in terms of retail. Town centres such as Paisley need greater diversity in terms of the uses available with more people being encouraged to live in the town centre. However, if the vision is to increase the amount of people living in Paisley town centre, it is important that parking provision and the reputation of the town centre is improved. More needs to be done to realise the potential of Paisley as a university town.

TABLE 7

FACILITATOR: Linda Porteous

Housing – Consideration should be given to releasing greenbelt sites to stimulate new development and growth within Renfrewshire. Importantly, any greenbelt release should only take place where existing services have enough capacity to support these developments. LDP policy needs to be more flexible whereby mixed use developments would be considered acceptable on brownfield sites and all other housing sites. There is also a need to reduce extra demands that are currently being placed on developments e.g. the need to meet affordable housing targets in new developments will sterilise sites.

Transport - It is important to improve sustainability through locating new developments close to existing public transport hubs/infrastructure. People will only choose to use the car less if public transport is accessible and it integrates new developments and existing settlements with key services, neighbouring towns/villages and Glasgow.

Health and Environment – More employment opportunities need to be provided in the right locations to encourage and enable people to live and work in Renfrewshire. People need to have access to quality health services, recreational facilities and an attractive green network. Local waste management and renewable

SCRIBE: Andrew McIlwraith

energy schemes should be integrated into new developments and should be promoted within existing settlements.

Economic Growth – The Council needs to adopt a more flexible approach in terms of industrial and business planning policy. A wider range of land uses should be allowed in industrial/commercial areas to stimulate growth and support the overall development of these areas. New developments should be integrated with the transport network and greater emphasis should be placed on promoting locations close to the airport. Glasgow Airport should be a big draw for companies looking to located in Scotland but more needs to be done to promote development opportunities in Renfrewshire.

Retailing and Town Centres – The Council should adopt a flexible policy approach to each of Renfrewshire's town and village centres to reflect the particular circumstances in each centre. It is also important that LDP policy allows town centres to loosen their emphasis on retail to include a wider range of uses. Paisley cannot compete with Braehead and other centres in terms of retail, furthermore, the lack of quality parking space is also a problem for the town centre which encourages people to go elsewhere. Paisley town centre needs a new purpose and identity.

TABLE 8

FACILITATOR: David Bryce

Housing – Renfrewshire's housing supply needs to respond to the changing market conditions. Importantly, the right type of housing needs to be provided in the right locations to meet the needs of the population. New housing developments should take place around existing schools that have sufficient capacity and should be integrated with existing amenities and community facilities. Renfrewshire Council should consider sustainable greenbelt locations for new housing developments to provide a flexible and effective supply of sites. There is also a need for an affordable housing policy which will help deliver more affordable housing within Renfrewshire's villages.

Transport – It is important to be creative when designing new developments. There is a need to consider options such as car free sites to promote more sustainable methods of travel. New developments need to be designed and located whereby they can be accessed by means other than the car. Importantly new developments need to create access for non motorised vehicles and must be integrated with existing settlements and the public transport network.

SCRIBE: Florence Duncan-Antoine

Health and Environment – There is a need to improve the quality and access to recreational facilities and green space within Renfrewshire.

Economic Growth – This theme was not discussed

Retailing and Town Centres – There is a need for greater flexibility in town centre policy which will facilitate a move away from the traditional retail dominated uses within town centres. Town centre boundaries should be brought closer together (particularly Paisley) and a mix of retail, amenities and residential should be focused within the revised town centre. This will create more vibrant town centres which will be more attractive places to live and work. While Braehead is not the same as existing town centres within Renfrewshire it is important to recognise that it is an asset and isn't competition for the other town centres. Importantly other town centres such as Paisley need to change to reflect their role within Renfrewshire in meeting the needs of the population.

TABLE 9

FACILITATOR: Elaine Troup

SCRIBE: Keren Ferguson

Housing – The Council needs to supply a range of housing sites that can be delivered in the next 5-10 years. The LDP needs to provide a policy framework that will allow each settlement to expand in the future. The housing supply must address the needs of the current housing market. New developments should incorporate a range of house types and tenures. Importantly there is a need for more affordable housing in Renfrewshire.

Transport – New developments should incorporate a range of uses and should be accessible to the green network to reduce the need for people to travel by car. It is important for these developments to be located close to a number of different transport nodes linking to key business areas, town centres and community facilities.

Health and Environment – Key to tackling deprivation in Renfrewshire is creating jobs within the authority area and providing better access to employment opportunities. The most deprived within society should not be concentrated in the same areas within Renfrewshire; mixed tenure developments should be promoted. People need to feel safe within their local community, it is important to provide an accessible and safe environment. It is also

important to incorporate renewable energy schemes into new developments to provide for a more sustainable environment within Renfrewshire.

Economic Growth – The Council need to create a policy framework within the LDP that encourages small businesses to setup in town centres. Importantly, these businesses must have access to a sufficient supply of parking spaces at an affordable price. Industrial and business policies should also be relaxed within the LDP which will allow existing companies more flexibility to expand and it will enable a greater diversity of companies to locate in existing business locations.

Retailing and Town Centres – Existing town centres such as Paisley need to provide more than shops. It is important for town centres to offer a range of uses and amenities to encourage more people to live in and visit these centres. Paisley needs to provide something unique e.g. an outlet centre. In addition more needs to be made of the university and the potential offered by turning Paisley into a university town. This will require accommodation to be provided within the town centre for students and a greater diversity of uses within the centre to create an evening economy.

TABLE 10

FACILITATOR: Jamie Mackie

SCRIBE: Gary Kenyon

Housing – The housing supply needs to be more flexible with a greater mix of housing provided to address the housing needs of the population. In particular there is a gap in the supply of affordable housing in Renfrewshire. The scale of housing sites is also an issue; housing sites should be smaller and more deliverable. There is an opportunity to encourage more people to live in town centres with vacant buildings being converted to residential and more student accommodation being provided in Paisley town centre to support the university.

Transport – There is a need for greater interaction between modes of transport and greater integration between existing settlements and new developments and the public transport network. It is important to improve the quality and safety of walking and cycling routes to encourage more people to reduce their car usage. People need to feel that there is a viable alternative to the car.

Health and Environment – Town centres need to offer a diversity of uses to encourage new business to set-up and more people to live and work in these centres. There are considerable social and physical regeneration issues that the LDP

needs to address. Importantly people need to have access to jobs, appropriate housing, public transport and local amenities/ community facilities.

Economic Growth – The LDP needs to provide a flexible policy framework which will allow other compatible land uses to be located in business/industrial areas to stimulate growth and improve the viability of these areas. It is important that there is a range of available sites of various sizes to meet the varying needs within the market and allow existing companies to expand. These sites must also be accessible to transport links.

Retailing and Town Centres – It is important that town centres offer a diversity of uses with a stronger civic function and an increase in the amount of community uses available to provide for a daytime and evening activity. This will require a more flexible policy approach and an emphasis on encouraging more people to live in town centres. Improving the quality of the public realm within town centres is also an important issue.

Appendix E – ‘Suggestions for Land Use Change – Assessment of Sites’ Checklist

SUGGESTIONS FOR LAND USE CHANGE – ASSESSMENT OF SITES

Please take a few minutes to score each of the following considerations in terms of their importance in the assessment of sites for land use change (Please circle the number in the scale to identify where the consideration should rank in terms of importance).

1 Not a Consideration – 5 Very Important Consideration

Preserving Renfrewshire's green network (green belt, open spaces etc)	1	2	3	4	5	The capability of incorporating renewable energy sources or energy conservation measures into the proposal	1	2	3	4	5
Re-development of brownfield land	1	2	3	4	5	Impact on local services and community facilities	1	2	3	4	5
Availability and deliverability of the site within 5 years	1	2	3	4	5	Flooding and drainage	1	2	3	4	5
Availability of public transport	1	2	3	4	5	Access to high quality electronic communications infrastructure	1	2	3	4	5
Impact on character of existing settlements (landscape & townscape character)	1	2	3	4	5						
Impact on local amenity and integration with the natural environment	1	2	3	4	5						
Accessibility to town centres, local services and green network on foot	1	2	3	4	5						
Protection of natural resources	1	2	3	4	5						

What are the 3 most important considerations in the assessment of a site for land use change within Renfrewshire? Please list below, Number 1 being the most important (you may include considerations not listed above).

1 _____

2 _____

3 _____

Appendix F – Delegates that Attended the Stakeholder Conference

ORGANISATION	NAME
Ryden	Ged Hainey
	Mr Bill Brown
Bishopton Community Council	Mr David Woodrow
Kilbarchan Community Council	Mr Andros Stakis
Glasgow City Council	Mr James McGill
SEPA	Ms June Dawson
Stewart Milne Homes	Mr Stephen Partington
Geddes Consulting	Ms Ruth White
Renfrewshire Council	Kasia Owczarek
DPP	Chris Miller
	Mr James Clark
Airlink Group	Mr Jamie Cumming
Hawkhead & Lochfield Community Council	Mr Joseph Theodore
Persimmon Homes West Scotland	Mr Ken Haldane
Scottish Government	Ms Alison Hurd
	William Ritchie
Mathew Paul	Mathew Paul
Erskine Community Council	Mr Hugh Cameron
Park Mains Learning Community	Mr Stuart McCartney
	Mrs Joan Clark
Paisley South Housing Association Ltd	Ms Kathleen McCutcheon
Renfrewshire Council	Ms Roisin Robertson
Design Practice	Philip McCulloch
Bryce Associates	David Bryce
	Mr Hugh Sherry

ORGANISATION	NAME
McInally Associates	Mr David Love
Fields In Trust Scotland	Mr Colin Rennie
	Mr Neil McAlister
Ranfurly Castle Golf club	Blair Anderson
Renfrewshire Council	Mr Thomas Stirling
RSPB	Mr Toby Wilson
Park Lane	Mr Owen Wilton
Lochwinnoch Community Council	Mr Chris Gould
Renfrewshire Council	Mr Ken Goldie
East Dunbartonshire Council	Mr Richard Todd
Glasgow Airport	Mr Ross Nimmo
	Ms Helen McFall
Renfrewshire Council	Mr Jamie Gardyne
Scottish Natural Heritage	Arthur Keller
Erskine Youth Council	Emma McInnes
Renfrewshire Council	Mr Frank Hughes
Barratt	Mr Fraser Bissert
The Profili Partnership	Ms Patricia Profili
	Ms Jillian Moffat
GVA	Ms Tracy Adams
Public Service Panel Focus Group	Mr James Aird
Pollock Property Advisors	Mr Norman Pollock
Public Service Panel Focus Group	Mr William Hodge
Transport Scotland	Ms Amy Tigg
Renfrewshire CHP	Ms Heather Cunningham

ORGANISATION	NAME
Miller Developments	Ms Nikola Miller
Bridge of Weir Community Council	Sandra Liddell
Jones Lang LaSalle	Shahid Ali
GVA	Alasdair Morrison
Bridge of Weir Community Council	Helen Martin
Renfrewshire Council	Mr Calum Kennedy
Clyde Muirshiel Regional Park	Mr Charles Woodward
Keppie Planning & Development	Mr Gordon MacCallum
Public Service Panel Focus Group	Mr Neil Kelly
Savills Plc	Mr Patrick Dunne
SPT	Ms Elizabeth MacKay
Barratt	Mr Alexander Forsyth
Colliers International	Mr Anthony Aitken
Renfrewshire Council	Mr Stuart Graham
Scottish Water	Ms Annelies McMillan
Keppie Planning & Development	Ms Lynsey Fraser
	Ms Lina Burns
Public Service Panel Focus Group	Ms Linda Smith
University of West of Scotland	Mr Alasdair Tweedie
Montagu Evans	Mr Colin Campbell
Colliers International	Mr Neil Gray
Renfrewshire Council	Ms Colette Saez
SEPA	Ms Julie Gerc
Turley Associates	Ms Gayle Hume
Public Service Panel Focus Group	Ms Marjorie Leithead

