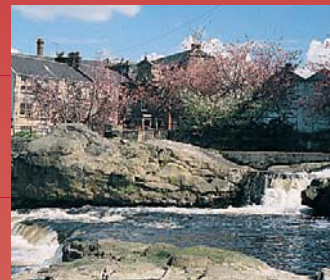
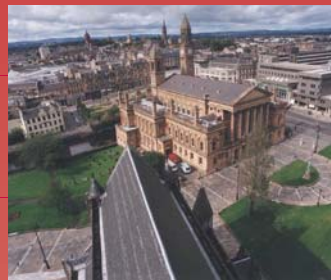


# Renfrewshire Local Plan



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## Renfrewshire Local Plan



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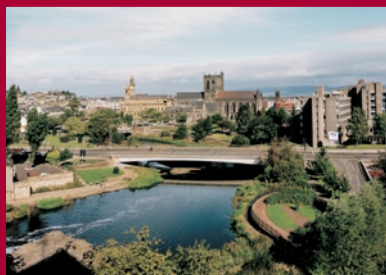
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# Renfrewshire Local Plan



## Introduction

# 1 Introduction

## **What the Local Plan Does**

1.1 The Renfrewshire Local Plan will guide the future development and the use of land in the towns, villages and rural areas of Renfrewshire in the long term public interest. In doing this it will:-

- Provide an up-to-date land use planning framework for the delivery of the Council's physical, social and economic programmes in support of the Renfrewshire Community Plan
- Encourage and support regeneration
- Promote sustainable economic and physical development
- Provide a basis for maintaining and enhancing the quality of Renfrewshire's natural heritage and built environment
- Identify opportunities for change and development
- Provide a framework for decision making which will seek to ensure that development and changes in land use are sustainable and take place in suitable locations and provide protection from inappropriate development

## **Reasons for preparing the Local Plan**

1.2 The Council is required by the Town and Country Planning (Scotland) Act 1997 to prepare a Local Plan or Plans for the whole of its area. It is also required to ensure that the Local Plan or Plans are kept up-to-date. Renfrewshire Council is committed to maintaining an up-to-date and relevant Local Plan coverage which will complement and support its wider range of plans and programmes.

1.3 The Council is required to ensure that the Local Plan conforms to the Structure Plan for the area. A new Structure Plan has been prepared by the Council, in conjunction with seven other Councils around and to the west of Glasgow, through the Glasgow and the Clyde Valley Structure Plan Joint Committee. Further details of this are provided below (paragraphs 1.46 - 1.50). The Council has taken the opportunity to prepare the Local Plan in parallel with the Structure Plan to provide a comprehensive and fully integrated Local Plan and Structure Plan framework for Renfrewshire.

1.4 The Renfrewshire Local Plan will, when adopted, supersede the Renfrew District Local Plan which covers the whole of the Renfrewshire Council area as well as Barrhead, Neilston and Uplawmoor which now form part of East Renfrewshire Council. This Local Plan will provide comprehensive Local Plan coverage for the Renfrewshire Council area.

## The Plan Process

1.5 The process involved in the preparation of the Local Plan is summarised in Diagram 1.1.



In accordance with national planning advice (PAN 49), an appraisal of the Renfrew District Local Plan was carried out and this was subject to a consultation exercise early in 1999. The Appraisal assessed the standing of the policies in the Renfrew District Local Plan, identified changes which require to be made

and issues which require to be dealt with in the new Local Plan. Over seventy comments were received on the Appraisal and these were taken into account in the preparation of the Consultative Draft. Over 170 representations were received in response to the Consultative Draft and these have been taken into account in the preparation of the finalised Local Plan. Details of the representations and the changes which have been made in response are listed in the Publicity and Consultation Statement which accompanied the finalised Plan. Objections to the finalised Plan were heard at a Public Local Inquiry held during December 2003 and January 2004, and the Reporter's recommendations in respect of the objections were received by the Council at the end of 2004. Modifications to the Plan were agreed by the Council in May and June 2005 and following a further period for objections to the proposed modifications, no further modifications were made to the Plan.

### **Local Plan Charter**

1.6 A Local Plan Charter has also been prepared which;

- Outlines steps in Local Plan preparation;
- Explains how the public can influence the content of the Local Plan;
- Explains what the public can expect from the Council throughout the stages of its preparation;
- Explains what happens once the Local Plan is adopted; and
- Sets out the standards of service to be provided by the Council in local planning matters.

This was initially issued with the Appraisal Report and copies are available from the Planning and Transport Department and should be read by anyone wishing information on the various stages of the preparation of the Local Plan.

## **How to use the Local Plan**

### **Layout of the Plan**

1.7 The Local Plan is made up of this Written Statement and the Proposals Map which shows the policies on an Ordnance Survey map. The arrangement of the sections of this Written Statement of the Local Plan is shown on the Contents page. Briefly the document is made up of the following sections:-

### **Introduction**

1.8 The Introduction provides an overview of Renfrewshire and an outline of where the Local Plan fits within the wider policy framework of the Council.

### **Strategic Policies**

1.9 The Local Plan Strategy section sets out five Strategic Local Plan Policies reflecting the aims of the Council. These provide the main themes for the Local Plan and give an overall framework for more detailed policies. The strategic

policies cover:-

1. Social Inclusion
2. Sustainable Development and Settlement Pattern, covering
  - The development of towns and villages
  - Town Centres
  - The Green Belt
3. Economic Competitiveness
4. The Protection of the Environment
5. The Integration of Planning and Transport

### **Major development opportunities and areas of change**

1.10 The Local Plan then sets out a number of policies covering major areas of change within Renfrewshire. These relate to areas where major change is anticipated, where co-ordinated action is required or which are of a size and nature which make them a high priority for the Council.

### **Sections and Topics**

1.11 The remainder of the Local Plan is arranged on a topic basis under various section headings. Each topic commences with an overview which summarises the main issues and describes the key elements and objectives of policies covered under the topic. Detailed policies are set out covering land use and the promotion and control of development. These sections are broadly arranged under the same headings as the Structure Plan and are as follows:-

- Transportation
- Economic Competitiveness
- Quality of Life and Health of Communities
- Wider Environmental Framework
- Safe Environment

The list of detailed topics included within each section heading is shown in the Contents Page.

### **Proposals Map**

1.12 The Proposals Map, which comprises six individual maps, accompanies and forms part of the Local Plan. It indicates the intended pattern of land use and shows, on an Ordnance Survey base map, the specific areas of land to which policies apply and where there are opportunities for change, development or conservation. In addition, some policies which are not shown on the Proposals Map apply to the whole of Renfrewshire and not only to particular areas.



## Format of the Plan

### Integrated Plan

1.13 The Local Plan aims to provide an integrated set of policies which are intended to be consistent and mutually supportive and should be **read as a whole**. It is intended that the policies will support the Council's aims and will complement the policies and proposals in other Council planning and policy documents, including the Community Plan, the Structure Plan and the Local Transport Strategy. The aims and policies are intended to be complementary, and the objectives of one document, strategy, policy or proposal should not be achieved at the expense of another.

1.14 The text of the plan has been prepared to represent this integrated approach. The text in each section provides an assessment of the main issues, states what the Council aims to achieve and describes the reasoning behind policies. Policies and proposals are listed at the end part of each topic. Cross references are provided in the right hand margin to related policies in the Local Plan, and to relevant supporting and related documents. The references are set out as follows:

### Local Plan Policies

1.15 Cross references in the right hand margin to relevant Local Plan policies are shown as **POL E13** etc. The full text of the policies relating to each topic is provided at the end part of each topic .

### Structure Plan

1.16 References to the Structure Plan are shown as **SP** and are followed where applicable by appropriate reference to paragraph, page, policy or schedule. For example **SP para 11.17** or **SP Pol 9Bii**

### Government Policy

1.17 References to National Planning Policy Guidelines, Scottish Planning Policies and Planning Advice Notes are shown as **NPPG**, **SPP** and **PAN** respectively followed by the appropriate issue number and paragraph. For example **NPPG 14 para 26**. Similarly, references to Government circulars from the Scottish Environment and Development Department are shown followed by the year of issue and number, then paragraph or page. For example **SEDD Circular 99/4 page 3**.

### Justification of Policies

1.18 With the exception of the policies covering major development issues which are treated individually, the justification for policies is provided within the body of the text of the Local Plan and no separate justification is provided for individual policies. Each policy has one or more cross references to the paragraph(s) within the Local Plan which contain the main explanation and justification. These are shown in the form **para 16.17**. The full justification of policies may not however be restricted to the cited text but may also lie elsewhere in the broader strategies and aims of the Local Plan.

## **How the Council uses the Local Plan to assess development proposals**

### **Local Plan policies as a basis for decision making**

1.19 The Town and Country Planning (Scotland) Act 1997 Section 25 defines the status of the Development Plan. It states; “Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be in accordance with the plan unless material considerations indicate otherwise.” NPPG 1, The Planning System, states that efficient development control depends largely on clear and precise development plan policies. The policies in the Local Plan which cover the control of development are therefore framed and worded with the aim of providing a clear test for determining whether or not development proposals conform to the Local Plan. It should be noted however that the Town and Country Planning (Scotland) Act 1997 allows for decisions to be taken which are not in accordance with the development plan where material considerations indicate otherwise. In assessing development proposals the Council will, therefore, in the first instance, consider whether the proposal accords with the Structure Plan and the Local Plan, and if it does not, it will only approve such proposals where there are overriding material considerations indicating that it should be granted.

### **How to use the Local Plan to find out how it affects your property**

1.20 The Local Plan contains policies on a wide range of matters which may affect properties in Renfrewshire. The steps which are described below are aimed at giving non-expert users a general guide on how to use the Local Plan to find out how their property is affected. For a more detailed assessment a fuller examination of the Local Plan may be required.

### **Getting Advice on Planning matters**

1.21 For advice on how the Local Plan affects your property you should contact the Planning and Transport Department at the address on the back cover of the Local Plan Written Statement or on 0141 842 5811.

1.22 People making applications for Planning Consent and their agents are encouraged to discuss proposals with staff of the Planning and Transport Department before submitting their proposals. This should speed up the processing of the application and may allow problems to be resolved before an application is submitted. Appointments can be made with the relevant member of staff to discuss proposals. A member of the Development Control Staff who deals with Planning Applications is available during Council opening hours to provide information and advice.

1.23 In addition, leaflets are available which give guidance to applicants. These cover:-

- Householder Applications
- Design Guide for Conversion of Existing Buildings and for new buildings in the Countryside
- Advertisement Applications
- Fast Food Uses

- Shop Front Design
- Tree Works

### **How the Local Plan affects your property**

1.24 To find out which policies are applicable to your property

- Find the property on the Proposals Map
- Check the colour, lines or symbols and the Policy references which cover the site.
- Look at the Key Panel which runs down the right hand side of the Proposals Map. This shows the main policies which relate to each colour.
- Look up the relevant policy or policies in the Written Statement of the Local Plan using the cross reference on the Key Panel. This will indicate the type of use which will be preferred in the area, for example residential or industry and business. Other related policies in the text give further guidance on the types of development which are likely to be acceptable to the Council and also advice on how proposals which do not conform to the preferred uses will be assessed.
- Read the relevant policy or policies in the text of the Written Statement.

**It is important to note that the Proposals Map does not show every policy which may affect your property. Other policies are described below.**

### **Policies which apply throughout the Local Plan**

1.25 Some policies which are not shown on the Proposals Map apply to the whole of Renfrewshire and not only to particular areas. You should examine these policies in the text to find out if they are relevant to your property or proposal.

### **Detailed matters and issues subject to change not shown on the Proposals Map**

1.26 Some matters are very detailed or subject to regular change and are therefore not shown on the Proposals Map. These include:-

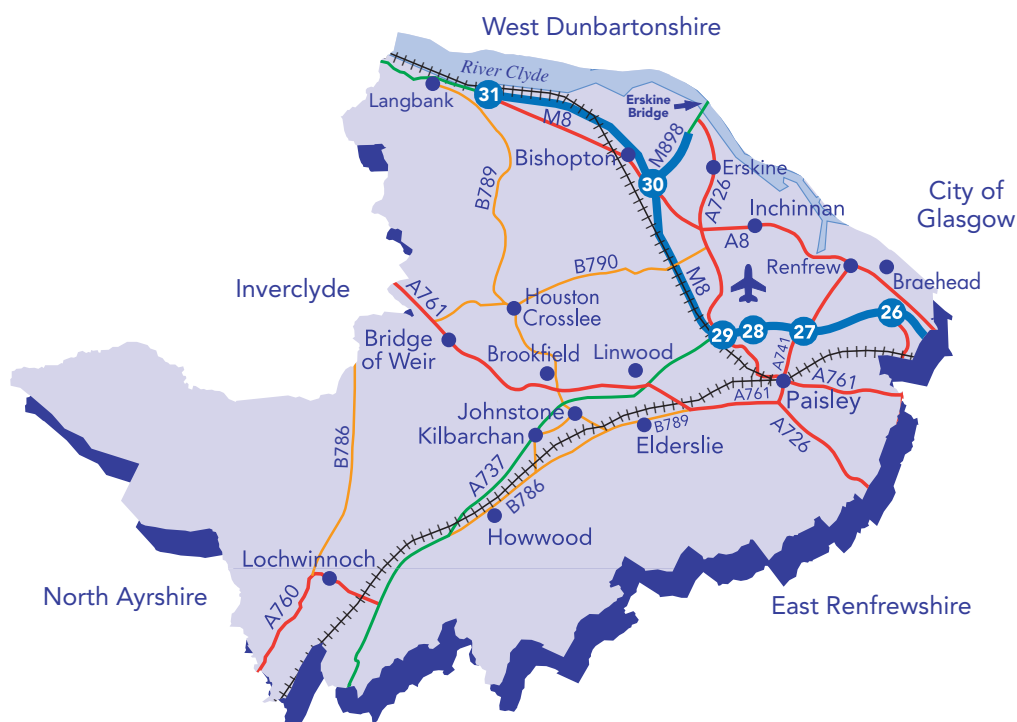
- **Listed Buildings:-** Buildings of Architectural or Historic Merit are recorded in a Register held in the Planning and Transport Department. These are given special protection and a special application process is required for most development affecting these.
- **Tree Preservation Orders:-** Certain groups of trees which are considered to be of particular importance are covered by these orders. Permission is required for felling or lopping trees covered by such orders. The Register is held within the Planning and Transport Department.

- **Planning Applications:-** These are recorded in a Register which can be viewed on a map. This shows all applications including those where the Planning and Development Policy Board have reached a decision and those which have yet to be determined.
- **Safeguarding Areas:-** Development in certain parts of Renfrewshire may be restricted because they are safeguarded for reasons of public safety. These include the Airport Safeguarding Zones, Airport Technical Sites, and consultation zones associated with the Control of Major Accident Hazards (COMAH) Regulations. The Airport Safeguarding Zones and safeguarded areas for Airport Technical Sites are shown on maps which are used in the assessment of planning applications. These maps are available for inspection in the Planning and Transport Department. When the safeguarding areas associated with COMAH sites are provided by the Health and Safety Executive and Scottish Environment Protection Agency these will be used and made available in a similar way.

If you require exhaustive information you should check all of these to find out if they apply to your property or proposal. If in doubt or if you need further advice please contact the Planning and Transport Reception Desk on 0141 842 5811.

#### MAP 1.1

#### The Renfrewshire Council Area



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## **Profile of Renfrewshire**

### **Population and Towns**

1.27 The Renfrewshire Council area is shown in Map 1.1 above. It is situated to the west of Glasgow on the south bank of the River Clyde and covers nearly 270 square kilometres (103 square miles). To the west lies Inverclyde Council, to the south is North Ayrshire Council and East Renfrewshire is located to the south east. In 1999 the population of Renfrewshire was estimated to be over 177,000, making it the ninth largest Council in Scotland in terms of its population. Paisley, with an estimated population of some 78,000 forms the commercial and transport hub for Renfrewshire. It has a rich heritage of civic architecture built during its days as a centre of textile and thread manufacture. The Royal Burgh of Renfrew lies to the north of Paisley and the 18th century planned town of Johnstone lies to the west. There are a number of towns and villages located north and west of Paisley including the new communities at Erskine, and Houston and Crosslee, which are now nearing their planned development limits. Renfrewshire has an attractive and varied landscape, with the Renfrewshire hills in the west and Gleniffer Braes in the south falling to the agricultural river valley which runs to the Clyde.

1.28 Glasgow International Airport is located to the north of Paisley and is easily accessed from the M8 Motorway and Paisley Town Centre. It is Scotland's busiest airport and provides direct flights to UK, European and transatlantic destinations. It is a key part of the transportation infrastructure of Scotland and is a major contributor to Renfrewshire's economy.

### **Business and employment**

1.29 The 1990's saw the expansion of the high-technology sector, with companies such as Compaq at Erskine and Inchinnan, and Life Technologies and Vascutek at Inchinnan. The expansion of the Airport, hotel, retail and leisure sectors, including developments at Braehead, has contributed to the broadening of the employment structure. In 1998 approximately 83,500 of Renfrewshire residents were in work or were available for work. Since the 1980's the manufacturing sector in Renfrewshire has shown a marked decline. This occurred particularly during the period between 1981 and 1991 when the number employed in this sector fell by over 40%. The decline continued during the 1990's but at a slower rate. Renfrewshire now has a relatively diverse industrial structure and stable employment level.

1.30 Renfrewshire continues to provide an excellent supply of high quality, well located and attractive sites and premises for industrial and business development, at established locations. Potential development opportunities are also being investigated for the Royal Ordnance factory in Bishopton. This is the subject of a detailed study by a working group and is covered by Strategic Policy SS2 in the Local Plan Strategy section. There is also a wide range of development sites within Paisley and the other towns in Renfrewshire.

### **Environment**

1.31 Renfrewshire has a very attractive and varied rural and urban environment.

About a fifth of the area of Renfrewshire is built up and the remaining four fifths is rural countryside most of which is covered by Green Belt policy. The land in the east and north of Renfrewshire, adjacent to the main towns, is relatively flat and much of it is given over to agricultural uses. The land rises to the Gleniffer Braes in the south and the Renfrewshire Hills in the west. The rural area provides a rich diversity of landscapes and habitats, which is one of the defining characteristics of the area. A number of sites have been designated as being internationally important for wildlife, including the Inner Clyde and the Black Cart at Inchinnan. Eight Sites of Special Scientific Interest and two local nature reserves have been designated within Renfrewshire, whilst a third is proposed.

1.32 The recreational potential of the remoter uplands has been recognised through the creation of the Clyde Muirshiel Regional Park which covers the Renfrewshire Hills in the west of Renfrewshire and also extends into Inverclyde and North Ayrshire; the Gleniffer Braes Country Park covers the hills to the south of Paisley and extends into East Renfrewshire. Renfrewshire also has a rich heritage of historic and architecturally important buildings. Over 500 buildings are included in the List of Buildings of Architectural and Historic Merit; there are eight Conservation Areas, three of which, The Cross/Oakshaw, Paisley; Ranfurly, Bridge of Weir and Kilbarchan are designated as Outstanding Conservation Areas.

1.33 The towns and villages of Renfrewshire, in most part, provide attractive pleasant places to live. Most neighbourhoods have good quality environments but some housing estates and other parts of towns and villages require to be improved. The Council has recognised the need for action in tackling environmental problems and is actively engaged in the improvement of housing estates particularly in the Social Inclusion Partnership Areas; it is also very active in the improvement of the town centres and business and industrial areas.

## **Key role of Renfrewshire**

1.34 It is important, in planning for the future development of the Council area that it is recognised that Renfrewshire is the main international gateway to Scotland and makes a major contribution to the life of the west of Scotland.

- Glasgow International Airport is not only the main international airport for Scotland but is also a major economic driver for Renfrewshire and the Glasgow Metropolitan Area, and the competitiveness of many companies is dependent upon being located in the vicinity of, or with good access to, the airport.
- Renfrewshire provided over 73,000 jobs in 1997 and is the location for a range of high technology and major exporting manufacturing companies.
- Paisley Town Centre accommodates over 110,000 sq. metres of retail floor space and is a major sub-regional shopping centre. It is the home of The University of Paisley and is an important cultural and

local government centre.

- The Braehead shopping and leisure developments provide a major new focus for retail and leisure activity and play a catalytic role in the redevelopment of the Clyde riverfront at Renfrew North/ Braehead
- The transportation system forms part of the key road and rail network to the west of Glasgow and is an important asset for the future prosperity of Renfrewshire and beyond.
- Environmental assets of national and international importance are located with Renfrewshire.
- There are major opportunities for new economic development within Renfrewshire including Renfrew North/Braehead; Hillington Business Park; Mitsui Babcock, Renfrew; Linwood Phoenix; Inchinnan Business Park; and Erskine Riverfront.

### **Contribution of the Local Plan to the future growth of Renfrewshire**

1.35 The Local Plan through the policies, proposals and land allocations will make provision for the continuing development and economic competitiveness of Renfrewshire. This includes:-

- over 200 ha of industrial and business development
- provision for at least 3200 houses within the period 2001 -2006 and a continuing substantial supply over the following 5 years
- supporting the existing retail investment in established town centres, maintaining the Braehead Regional Shopping Centre, and recognising the existing and approved out-of-centre retail and leisure developments.
- encouraging land renewal or improvement to remove derelict and vacant land (5 year annual average of development of vacant and derelict land is 27 ha.)

## Key Documents which Guide the Local Plan

Diagram 1.2 Documents which guide the Local Plan



1.36 The Local Plan is one of a number of planning and policy documents which the Council and its partner organisations prepare. Documents which play a key role in the preparation of the Local Plan are shown in Diagram 1.2 and include:-

- The Renfrewshire Community Plan
- Renfrewshire Council's Corporate Plan
- National planning policy and advice on good practice
- The Glasgow and the Clyde Valley Joint Structure Plan
- The Local Transport Strategy for Renfrewshire
- Other Council policy documents such as the Renfrewshire Housing Plan, and the Renfrewshire Joint Community Care Plan

The relationship of these documents is shown in Diagram 1.2 and their role and importance is briefly explained below.

### Community Plan

1.37 The Community Planning process has been set up by the Government and embraced by Renfrewshire Council in recognition of the fact that, if services are to be provided in ways which address people's concerns, it is important that public, private and voluntary sectors work closely together. The Community Plan has been prepared by Renfrewshire Council on behalf of a partnership of organisations engaged in the provision of services to residents in Renfrewshire. These bodies cover a wide range of service provision including health, education and training, housing, transport, and economic development. The main partners who have worked with Renfrewshire Council in the preparation of the plan are Scottish Enterprise Renfrewshire, Argyll and Clyde Health Board and Communities Scotland.



1.38 Community Planning provides a way to co-ordinate and link the services provided to the public by:-

- a) bringing together organisations, communities and others to identify and prioritise what needs to be done; and
- b) planning, co-ordinating and delivering action to achieve it.

Renfrewshire's first Community Plan was issued in Spring 2001. It provides a framework for all public services including local planning and a means to inform people of key issues and priorities for action.

1.39 The Local Plan will play an important part in taking forward land use and development issues arising from the Community Plan. Amongst other things the Local Plan provides a framework for linking the development proposals of the various partners and co-ordinating these with the proposals of the private sector and other bodies. During the preparation of this Local Plan there have been consultations and discussions with many of the Council's partners but the Local Plan consultation process also provides a formal opportunity for the Community Plan Partners as well as the public and other bodies to have a say in the future development of Renfrewshire.

1.40 The Community Plan covers the full range of services provided by the Council and thus includes many issues which are not directly related to the Local Plan; but it does provide an overall framework and direction for the preparation of the Local Plan. It also specifically refers to a number of issues which are directly relevant to, and incorporated in, the Local Plan.

1.41 The Guiding Principles of the Community Plan which are embodied in the Local Plan are:

- **Social inclusion:-** The Community Plan aims to increase opportunities, and to allow residents to participate in the economic, social and cultural life of the community.
- **Modernising government:-** The Community Plan aims to make decisions on the planning and delivery of public services more responsive and accountable to individuals and the community and to tackle problems and issues which people are concerned about.
- **Building sustainable development into what we do:-** The Community Plan aims to take account of the social, economic and environmental consequences of the actions of the Council and its partners and to seek to ensure that the way in which we meet the needs of today does not limit the ability of others to meet their needs in years to come. The Community Plan aims to build sustainable development into the activities of the Council and its partners.

1.42 The Community Plan sets out its policies and actions under three key themes:-

- **Learning and work:-** The Community Plan aims to create a

competitive local economy which will support and sustain economic growth which generates work and wealth.

- **Health and Care:-** The Community Plan aims to meet the health and care needs of the people of Renfrewshire not only by improving services but also by enabling, encouraging and supporting more active and healthy lifestyles.
- **Housing, Neighbourhoods and Community Safety:-** The Community Plan aims to meet the housing needs of vulnerable groups and individuals, improve housing conditions, widen housing choice and improve neighbourhoods.

### **Renfrewshire Council's Corporate Plan**

1.43 Renfrewshire Council's Corporate Plan 1998-2001 sets out the Council's strategic aims and priorities. It is being reviewed and rolled forward to take account of the Community Plan. The corporate priorities which are set out in the Corporate Plan are listed below together with a brief outline of the way in which the Local Plan deals with them:-

- **Regenerating the local economy:** The framework of Local Plan policies, particularly in relation to Business and Industry; Airport and Retailing and Town Centres, is aimed at supporting the regeneration of the local economy.
- **Extending opportunities for residents, combating poverty and promoting equality:** In conjunction with the Local Transport Strategy, policies are aimed at supporting better transport links from residential areas to places of employment, particularly for public transport, cycling and walking.
- **Improving community safety and security:** The Local Plan aims to promote good design and to build in good practice in safety and security measures particularly in relation to residential areas.
- **Ensuring a healthy and sustainable environment:** The Local Plan takes its lead from the Glasgow and the Clyde Valley Joint Structure Plan which sets out Guiding Principles of Sustainable Development (Structure Plan paragraphs 6-7, Table 3) and has sustainable development as a theme throughout.
- **Supporting older people and people with disabilities:** The Local Plan includes policies aimed at locating facilities in locations accessible to public transport and also seeks to identify sites suitable for housing for those with special needs, including older people.
- **Achieving Best Value:** The Appraisal of the current adopted Local Plan addressed the 5 main questions posed for planning by the Scottish Office Circular 22/97 on Best Value and the aim in preparing the Finalised Local Plan has been to create a plan which

is up-to-date in terms of national, regional and local issues; is clear, concise, robust and effective, and is capable of standing the test of time.

### **National planning policy and advice on good practice**

1.44 National planning policy for Scotland is provided in a series of documents issued by the Scottish Executive. These are

- National Planning Policy Guidelines (NPPGs) and Scottish Planning Policies (SPPs) which provide statements of Scottish Executive policy on nationally important land use and other planning matters, supported where appropriate by a locational framework.
- Circulars also provide statements of Scottish Executive policy and contain guidance on policy implementation through legislative or procedural change.
- Planning Advice Notes (PANs) provide advice on good practice and other relevant information.

1.45 NPPGs/SPPs identify the key priorities for the planning system and set out the key principles and the Executive's priorities for the Scottish planning system to guide policy formulation and decision making towards the goal of sustainable development. Policy contained in NPPGs and Circulars may be material considerations to be taken into account in preparing the Local Plan and in development control. The Local Plan has been prepared in accordance with national planning guidance and advice on best practice. The Local Plan does not repeat all guidance or national policy but where there is particularly relevant or important matter which relates to specific issues appropriate reference is provided.

### **Glasgow and the Clyde Valley Joint Structure Plan**

1.46 The legislation which covers the preparation of the Local Plan also requires councils to prepare a structure plan for their area. The structure plan and local plan are closely related documents and together make up the development plan for the area. The structure plan provides a framework of strategic policies for the wider area and provides a link across council boundaries to the national planning scene. The planning legislation requires local plans to conform to the relevant structure plan for the area. In summary, the structure plan looks at the bigger picture and covers land use issues across a wide area, local plans build on the policies of the structure plan and provide detailed policies and proposals for the local area.

1.47 The Structure Plan covering Renfrewshire was, prior to the reorganisation of local government in 1996, prepared by Strathclyde Regional Council. After reorganisation the Glasgow and the Clyde Valley Structure Plan Joint Committee was set up by eight councils around and to the west of Glasgow to act on behalf of the constituent councils to prepare jointly the Structure Plan for their area. The Structure Plan Area thus covers Glasgow City, North and South Lanarkshire, East and West Dunbartonshire, Inverclyde, East Renfrewshire as well as Renfrewshire. The Glasgow and the Clyde Valley Joint Structure Plan has been

approved by the Scottish Ministers and came into effect on 1 May 2002. This Finalised Local Plan is built on the policies of the Approved Structure Plan.

1.48 The Glasgow and the Clyde Valley Joint Structure Plan which is referred to in this document as the Structure Plan, contains ten strategic policies and provides policy guidance on a wide range of land use planning issues including Guiding Principles for Sustainable Development. The Structure Plan policies stand in their own right and will guide and be utilised to assess development proposals. Policies are therefore not restated in this document; however where there is a particularly relevant or important matter which relates to specific issues appropriate reference is provided to the Structure Plan.

1.49 The Structure Plan (Paragraphs 4.1 - 4.5) reflects the Council's aims and priorities and provides a strategic planning framework for these to be pursued. The aims of the Structure Plan which are embodied in this Local Plan are:-

- **Aim 1. To increase economic competitiveness**

The Structure Plan identifies new development opportunities to meet the needs of new and expanding businesses and improve the attractiveness of the area for investment.

- **Aim 2. To promote greater social inclusion and integration**

The Structure Plan promotes a better distribution of employment, community facilities and housing for individuals particularly for those living in disadvantaged areas.

- **Aim 3. To sustain and enhance the natural and built environment**

The Structure Plan protects and also promotes major improvements in the quality of the natural and built environment of the area, particularly through the reuse of vacant, derelict and under used land and buildings.

- **Aim 4. To integrate land use and transportation**

The Structure Plan requires improved access to and between work, home, leisure, shops and education, particularly by public transport, and an increase in the proportion of goods moved by rail.

1.50 The Structure Plan (paragraphs 5.1 - 5.13) also sets out three key themes:

**Strengthening Communities**

Building on, and improving existing towns and villages. Sustaining and enhancing town centres. Maximising the use of existing services. Reducing pressure for urban expansion.

- The Local Plan reflects these in its detailed policies. Strengthening Communities is also reflected in the Settlement Strategy - Strategic Policy 1 - which directs new development to the existing towns and villages.

**Corridor of Growth**

A broad area for economic development running to the north

and south of the River Clyde, from Greenock / Dumbarton in the west through Renfrewshire to the east of Glasgow.

- Within Renfrewshire it is considered to encompass from Bishopston in the west, Johnstone and Paisley in the south, to Renfrew and Braehead in the north, and to include all of the strategic business development sites within the Council area. The Local Plan identifies the main opportunities for development, the main centres of employment, community facilities and services and the main transport corridors within this area.

### **Green Network**

Enhancing towns and villages through development and enhancement of open space, access facilities and environmental resources.

- This will be supported and promoted through the various environmental, leisure and access policies within the Local Plan. The inter-relationship and co-ordination of policies and proposals will be a key element in the creation of a Green Network.

### **Local Transport Strategy**

1.51 The Local Transport Strategy for Renfrewshire was approved by the Roads and Transportation Committee of Renfrewshire Council on 9 November 2000. This sets out the Council's policies and proposals for the delivery of a sustainable and integrated transport system within Renfrewshire. It covers a wide range of issues from ticketing initiatives to new infrastructure. The Local Plan has been prepared to fit closely with the Local Transport Strategy. The Local Plan sets out land use implications of transport policies and proposals and provides a statutory basis for the assessment of transport in new developments. The Local Plan provides the policies which are used through the development control process to ensure that transport arrangements associated with new developments are satisfactory.

### **Other Council Planning Documents**

1.52 The Council prepares a wide range of plans and strategies and the Local Plan aims to ensure that the land use implications of these are accommodated. Council planning documents include:-

- The Renfrewshire Housing Plan 1998-2003.
- The Renfrewshire Community Care Plan 2001-2004
- Renfrewshire Access Strategy (prepared Spring 2001)
- The Leisure Strategy 2002

# Renfrewshire Local Plan



## Local Plan Strategy

## 2 Local Plan Strategy

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

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

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

### Social Inclusion

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

### STRATEGIC POLICY 1: Social Inclusion Strategy

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

### Promotion of sustainable development and strengthening the settlement pattern

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

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

## **STRATEGIC POLICY 2: Sustainable Development and Settlement Strategy**

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

A sustainable settlement pattern will be pursued by:-

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

## **Promotion of Economic Competitiveness**

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



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

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

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

### **STRATEGIC POLICY 3: Promotion of Economic Competitiveness**

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

### **Protection and Enhancement of the Environment**

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

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

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

#### **STRATEGIC POLICY 4: Protection and Enhancement of the Environment**

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

#### **Integration of Planning and Transport**

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

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

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

#### **STRATEGIC POLICY 5 : Integration of Planning and Transport**

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

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

## MAJOR AREAS OF CHANGE AND DEVELOPMENT OPPORTUNITY

### OVERVIEW

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

#### Renfrew North

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

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

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

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

### **POLICY SS1: Renfrew North**

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

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

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

**Royal Ordnance Bishopton**

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

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

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

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

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

## **POLICY SS2: Royal Ordnance Bishopton**

The Council

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

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

### **Cart Corridor, Paisley**

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

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

## **POLICY SS3 : Cart Corridor, Paisley**

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

### **Saucel Street, Paisley**

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

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

#### **POLICY SS4: Saucel Street, Paisley**

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

#### **Anchor Mills, Paisley**

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

#### **POLICY SS5: Anchor Mills, Paisley**

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

#### **Paisley Partnership - Social Inclusion Partnership Areas**

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



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

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

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

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

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

**POLICY SS6: Paisley Partnership - Social Inclusion Partnership Areas**

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

Blackhall

Cart Corridor

Ferguslie Park

Foxbar

Glenburn

Johnstone Castle

Johnstone West

Millarston

Moorpark

Thrushcraigs

Paisley West End

### NE Phoenix/E Candren

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

### POLICY SS7: NE Phoenix/E Candren

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

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

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

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

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

# Renfrewshire Local Plan



## Transportation

# 3 Transportation

## OVERVIEW

### The Importance of Transportation in the Local Plan

3.1 Transport is a topic which has been the subject of recent major policy initiatives by the Government. The Government issued the Scottish Transport White Paper “Travel Choices for Scotland” which complemented the UK Integrated Transport White Paper “A New Deal for Transport: Better for Everyone”. These White Papers have established a new national policy framework for integrated transport. The Road Traffic Reduction Act, the National Air Quality Strategy and the Transport (Scotland) provide statutory backing for the Government’s approach to transport. However, Renfrewshire Council through the Structure and Local Plans and the Local Transport Strategy, has a key role in taking the Government’s strategy forward.

### Trends in Travel Patterns

3.2 People are tending to travel farther for work, shopping, leisure and other facilities and services. This is creating an increased demand for travel and a resultant increase in congestion and pollution. These changes are reflected in the structure of our urban areas with, for example, the increase in out-of-centre shopping developments and the drift of employment from older urban areas into newer peripheral industrial estates. Whilst the demand for and patterns of travel are influenced by a number of factors the location of new development will have a major effect. The relationship is complex but the distribution of the locations where people live and where they work, shop, and take part in social and recreational activities has a critical effect on the patterns of travel. The ability to control developments, particularly those which generate high levels of traffic should have an effect on traffic growth. Changes in travel patterns which result are likely to be incremental but will be significant over the medium to longer term.

### National Planning Guidance

3.3 The Scottish Executive has issued policy guidance and advice on good practice in NPPG 17 and PAN 57 both entitled Transport and Planning. These emphasise that the Structure and Local Plans have important roles in the difficult task of developing more sustainable patterns of travel. NPPG 17 states that Land use planning has a crucial role to play in giving coherence to the future pattern of development and its relationship with the developments and actions of many public and private transport interests. It is therefore essential through partnership and joint working to promote a more co-ordinated approach to transport and land use planning, so that over time, the disposition of land uses can assist in reducing the need to travel. This will assist in the creation of conditions which will encourage the maximisation of the proportion of travel on foot, by cycle and by public transport and by doing so will restrict adverse environmental impacts. For freight traffic, too, relating land uses to transport arteries can minimise environmental intrusion. The positive interaction of land use and transport planning will thereby contribute to meeting the Government’s environmental, economic and social objectives for sustainable development.

NPPG17 para 79

## Environmental Issues

3.4 The protection of the environment is at the heart of national planning guidance and Council policy. The Council's transport policies can have an effect on the environment through the encouragement of sustainable modes of transport and the minimisation of transport impacts. The traffic generated by new development can have a direct effect on the environment and it is essential that the wider environmental effects of all development proposals, not only those concerned with new transport schemes, is fully assessed. The Local Plan policies cover many of these issues under specific topics; the noise topic section specifically covers transport noise issues; criteria for new housing include consideration of noise; the protection of the natural and built environment and the greenbelt is covered under the relevant sections; Sustainable Urban Drainage Systems have implications for water quality for surface water run-off to watercourses. There are however certain issues of particular relevance to transport and these are outlined below.

### (a) Air Quality

The National Air Quality Strategy sets out objectives, methods and standards for the review and assessment of air quality by local authorities. National planning guidance advises that, when preparing development plans and considering planning applications, planning authorities should have regard to the statutory air quality objectives, together with the results of air quality reviews and assessments and any Air Quality Management Area Action Plans. The Director of Environmental Services has issued the Draft Second Stage Review and Assessment of Local Air Quality under the National Air Quality Strategy. It concludes that there are no locations where the objectives for air quality are exceeded due to traffic emissions. There is therefore no need for the Council to proceed to a third stage review on air quality issues arising from road traffic. In its response to the Second Stage Air Quality Review the Scottish Executive pointed to the need to assess the cumulative implications for air quality of the expansion of passenger traffic at Glasgow Airport and of new business and industrial proposals. There will be a need to assess the effect of traffic generated by new developments which may significantly affect air quality. New developments which will increase traffic flows in the centre of Paisley will be of particular concern in respect of any consequent effects on air quality.

### (b) Environmental impact of Traffic and Transport infrastructure

NPPG 17 advises that the environmental impacts of the traffic and the transport infrastructure arising from new developments should be fully assessed, including the effect which they will have on the natural and built environment, on the existing landscape character, and the impact on the amenity of the surrounding area. The assessment should show the extent to which alternative options have been considered and how proposals will enhance the locality or, if not, demonstrate (i) that all non-damaging alternative options have been considered and (ii) how any adverse effects will be mitigated. For developments falling within the terms of the Environmental Assessment (Scotland) Regulations 1988 such issues should be included within an Environmental Statement.

## Local Transport Strategy

3.5 The Council has published its Local Transport Strategy and submitted it to the Scottish Executive. It sets out the Council's policies and proposals for the delivery of a sustainable and integrated transport system in Renfrewshire. The Local Transport Strategy contains policies, actions, design standards and infrastructure proposals covering the full range of transport activities, including, for example :- public transport ticketing, the creation

POL T1 (viii)

POL N1

POL GB1

POL H7

POL F3(e)

NPPG 17 para 9

PAN 57 Annex 1  
para 1-4

NPPG 17 paras 72, 76

of Bus Quality Partnerships, initiatives to encourage walking and cycling routes, and the programming of new infrastructure proposals.

### **What is meant by “Integrated Transport”?**

3.6 The term “Integrated Transport” encompasses a number of matters including:-

- integration within and between different modes of transport
- integration of transport with environmental concerns - so that transport choices support a better environment
- integration between transport and land-use planning to support more sustainable travel choices and to reduce the need to travel
- integration of transport policies with policies for education, health, and wealth creation - to make a fairer, more inclusive society
- integration of decision making in respect of investment in different travel modes

### **The role of the Local Plan**

3.7 The Local Plan aims to provide policies and proposals which are integrated with those in the Local Transport Strategy. The transport policies in the Local Plan have been prepared to fit with, to support and to complement the Local Transport Strategy. The integration of planning and transport policies is an essential step in moving towards the creation of an integrated transport system. The transport policies set out below aim to achieve this by:-

- providing criteria to assess development proposals, which will ensure that sustainable transport measures are incorporated in new developments.
- protecting disused rail lines and freight connections which have potential for reuse.
- protecting walking and cycling routes.
- protecting land for new road improvements.

3.8 It is important to recognise that the Local Plan is only part of a wide range of strategies, activities and proposals involving national government and other bodies which will be required to secure the aim of the integration of planning and transport. The Local Plan provides land use policies and gives a statutory basis for pursuing policies of the Local Transport Strategy through the Development Control process, but these must be considered in relation to the wider body of policies and other initiatives at local, regional and national level; in particular those of the Scottish Executive, the Structure Plan and Strathclyde Passenger Transport.



## WHAT WE WANT TO ACHIEVE

3.9 The Local Plan aims to provide a framework to achieve the following objectives

### Objectives

- 1) encouraging more sustainable forms of transport
- 2) assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable
- 3) making provision for public transport, pedestrians and cyclists
- 4) providing for freight transport requirements
- 5) making appropriate allocations of land for transport proposals

### 1) Encouraging more sustainable forms of transport

3.10 This is an overarching objective to which all of the policies contribute. Issues which are of special relevance are as follows:-

#### Prioritising Access

3.11 One of the starting points of Government policy is the encouragement of more sustainable forms of transport for personal transport. In accordance with this the Structure Plan sets out the following hierarchy for individual travel in order of preference:- walking, cycling, public transport, private cars. The location, design and layout of new development require to make provision for facilities in accordance with this hierarchy.

#### Location Policy

3.12 The location of new development will have a major effect on future travel patterns. Location policies, taking account of transportation issues and access, are key aspects of national planning guidance and Structure Plan policy. National planning guidance advises that local plans should include a location policy ensuring that specified development takes place in locations which allow for good access by sustainable modes of transport. The Structure Plan sets out locational preferences which require to be applied in the assessment of new development.

### 2) Assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable

#### Transport Assessments

3.13 The traffic implications of significant development proposals have, in the past, been subject to Traffic Impact Assessments. These have focussed primarily on the physical arrangements required to allow motorised traffic to access a development, and have been concerned with providing solutions to motorised traffic issues through the implementation of appropriate layout and arrangement of roads infrastructure. The Council intends to take a wider view of all transportation issues when assessing development proposals. National planning guidance together with the Structure Plan requires a broader assessment of transportation to be undertaken and that Traffic Impact Assessments should be replaced by Transport Assessments. Traffic Impact Assessments continue to be required and it is essential that the design and layout of transport infrastructure is satisfactory.

NPPG17 para 20

SP Schedules 3 (a)  
(i) and (ii)

POL T1 (i)

NPPG 17 para 21

SP Pol3, Schedule 3 (a)

POL T1

NPPG 17 para 21  
SP Pol 9C ii and  
para 8.8

Transport Assessments will include these issues but will also take into consideration accessibility for people and freight by all modes of transport. In particular the ability to access a development by non-car modes of transport is a key issue and Transportation Assessments will consider a wide range of practical means of access including public transport, cycling and walking. They will consider the scale of developments, their travel intensity and whether proposed locations are appropriate. PAN 57 provides advice on the matters to be included in Transport Assessments. It should be noted that the guidelines which are currently approved by the Council are those of the former Strathclyde Regional Council's "Guidelines for Development Roads 1986". The Council is however flexible in the use and application of the Road Development Guidelines 1995 issued by the former Strathclyde Regional Council. The Local Transport Strategy commits the Council to the preparation of a revised Roads Development Guide. This revised guide will be used to assess development proposals when it has been approved by the Council.

PAN 57 paras 2-7

### **Accessibility profiles**

3.14 The Council will also take account of the matters covered by transport assessments when assessing the development potential of land. National planning guidance advises that Councils should prepare accessibility profiles to assist in the identification of development sites and the allocation of land for development. This will broadly involve the application of the transport assessment criteria in Transport Policy 1 during the forward planning process as well as their being used to assess development proposals.

NPPG 17 para 54

### **Transport Assessments and Accessibility profiles - preparation of further policy**

3.15 Transport assessments and accessibility profiles are newly established requirements. They are newly developing fields of expertise and methodologies are in the process of being established. It is understood that the Scottish Executive are investigating this issue and it is anticipated that advice under the Planning Advice Note series will be issued. A draft Addendum to NPPG 17 relating to maximum parking standards was issued in Spring 2002 and advice on Transport Assessments and Green Transport Plans is awaited. It is therefore anticipated that policy and practice in these areas will be developed during the preparation and adoption of the Local Plan. The Local Plan therefore sets the framework for the introduction of these new procedures and allows for the preparation of further policy and the development of good practice by the Council.

### **Matters to be included in Transport Assessments**

3.16 Pending the preparation of specific guidance under the Local Transport Strategy, the Council will expect Transport Assessments to cover the criteria set out in Transport Policy 1 and will require to show:

POL T1

- The likely effects of the development proposal on the transport system
- The measures proposed to reduce the level of car use
- Levels of car parking taking account of emerging guidance on maximum car parking standards
- Proposals within and outside the site to encourage access by walking and cycling
- Improvements to public transport and projected impact

- Initiatives to secure sustainable travel by employees and customers, and business, commercial and freight traffic associated with the development. This may be in the form of a Green Transport Plan.
- Agreed mode share targets i.e. the targets for people gaining access to the development using private car, public transport, walking and cycling.

### Green Transport Plans

3.17 Green Transport Plans are documents prepared by owners and operators of developments for example, businesses, schools, hospitals and other significant travel-generating uses which set out proposals for the delivery of more sustainable travel patterns. They can deal with passenger travel and with business, commercial and freight transport associated with a development. National planning guidance states that they can be prepared for existing as well as new development and that they may be suitable subjects for planning agreements. The Structure Plan requires that new developments make appropriate provision for Green Transport Plans and the Council will require such documents to be submitted as part of applications for planning consent for developments which are significant travel-generators, where appropriate in conjunction with Transport Assessments.

### Parking

3.18 Parking policies have an important role to play in reducing reliance on the car. The way in which car parking is planned, provided and controlled can influence the use of more sustainable forms of transport. Car parking policies require to support the Plan's locational policies and hierarchy of access and be linked to other policies to improve accessibility by public transport, foot and cycle. The Local Plan, in conjunction with the Local Transport Strategy, requires to provide information on the arrangements for parking and to include policies setting appropriate standards for parking provision and where appropriate the development of park and ride proposals.

3.19 Details of parking standards and the need for park and ride facilities are covered by the Local Transport Strategy and the Council's Roads Guidelines. The Local Plan requires to provide the statutory basis for securing appropriate parking provision in new developments, to ensure that parking policy complements the land use policy framework in the plan and to make appropriate land allocations where new facilities are required. The Roads and Transportation Committee has adopted the former Strathclyde Regional Council's document "Guidelines for Development Roads 1986" which sets standards for the design of roads and also provides minimum parking standards. The review of parking standards for new developments is identified as a priority task in the Local Transport Strategy and it is hoped that this will be available by the date of the adoption of this Local Plan. It is Government policy to encourage more sustainable means of transport for personal transport and Park and Ride facilities provide the opportunity for commuters to transfer from private car to public transport rail services. Locations in Howwood, Bishopton, Johnstone, Paisley and Lochwinnoch are identified as locations of such Park and Ride facilities. In order to protect these facilities from development, proposals for developing land adjacent to them, or on land presently occupied by them, will not be granted planning consent if they could prejudice these facilities.

POL T1 (vi)

NPPG 17 paras 24,25

SP Pol 9c (ii)  
and para 8.8

POL T1 (vii)

NPPG 17 paras 57-58

NPPG 17 para 76

SP Pol 3 (d)

Local Transport  
Strategy, p26Para 3.9  
POL T2  
NPPG 17 para 76  
Local Transport Strategy

POL T6

### **Developer Contributions and Planning Agreements**

3.20 National Planning policy advises that planning agreements offer a key tool in helping to deliver more sustainable transport solutions. Planning authorities should take a more proactive approach towards the implementation of policies and should set out sufficient detail in the development plan and Local Transport strategies to provide a transparent basis for negotiation with developers. The Structure Plan requires that the developer makes appropriate provision for:- infrastructure required to make a development acceptable, the implementation of transport measures for the minimisation and management of future levels of traffic generated by a development, including Green Transport Plans; and arrangements for maintenance of these. In accordance with Paragraph 8.12 and Policy Inf1, the Council will require developers to make appropriate provision for infrastructure, facilities, services, (including public transport), traffic management measures or other arrangements (including, where appropriate, the future maintenance of any or all of these) which are required to make development proposals acceptable to the Council in land use planning terms.

NPPG 17 para 23  
PAN 57 paras 11-13, 23

SP Pol 9C v

### **3) Making provision for public transport, pedestrians and cyclists**

#### **Public Transport**

3.21 The Community Plan gives support to reducing car use and making it easier for people to get where they want to by public transport, on bicycle or by foot. This can make an important contribution to:- extending employment opportunities, by allowing wider access to employment; social justice objectives by giving access to the whole range of social, cultural and commercial facilities; and ensuring a healthy environment, by reducing vehicle emissions. This is also highlighted in the Structure Plan.

SP para 8.1

3.22 The provision of high quality public transport services is central to the Government's desire to reduce traffic growth and to promote alternatives to the private car. National planning guidance highlights the importance of public transport. The importance attached to this issue is reflected throughout the Structure Plan which includes the improvement of access by public transport as part of one of its aims. The improvement of bus services is also emphasised as an important issue for the Local Transport Strategy.

NPPG 17 paras 52-56  
PAN 57 paras 26-30  
SP para 4.1

3.23 The need to secure appropriate provision of public transport and the assessment of provision to and within new developments is incorporated in the Transport Policies. The provision of public transport is also likely to be an important issue in Transport Assessments and Green Transport Plans which are outlined above. The availability of public transport will be a major factor in the assessment of development proposals and in making land allocations in the Local Plan. The Local Transport Strategy provides details of the Council's support for bus and train services and relates its strategies for public transport to the development strategy of the Structure Plan.

POL T1 (iii-iv) and  
(ix-x)

#### **Investigation of Public Transport Schemes**

3.24 The Structure Plan identifies a number of strategically important public transport schemes which are to be investigated and confirmed through local plans. Those located within Renfrewshire are:-

SP Pol 4 and  
Schedule 4 (ii)

#### **(a) Public Transport Links to Glasgow Airport**

The Scottish Executive has undertaken an assessment of rail links to Glasgow Airport (Rail

Links to Glasgow and Edinburgh Airports - February 2003) and has committed finance to Strathclyde Passenger Transport to allow the development and planning of a rail link between the Airport and Glasgow Central Station. The line which has been proposed is the St James Link which runs from west of Paisley St James Station to the Airport. The development and planning work to be undertaken by Strathclyde Passenger Transport will include a detailed evaluation of the line of the railway. It is anticipated that the construction of a rail link will be the subject of Parliamentary procedures. As the final line and land requirements of the railway have not been formally identified and approved and the construction has not yet been formally committed, no land reservation for the link is included in the Local Plan or shown on the Proposals Map. The Council will work with Strathclyde Passenger Transport, the Scottish Executive and other parties involved in the development and planning work and will amend the Local Plan through the review and alteration procedure to take account of proposals which emerge.

**(b) Rail Link to Renfrew / Braehead**

This is currently subject to a study by Strathclyde Passenger Transport. The Council supports investigations into this rail connection. The former rail line is safeguarded under Transport Policy T2.

**(c) Clyde Ferry Services**

The Council will support the investigation of additional cross River Clyde ferry links and the provision of ferry links on the River Clyde from Glasgow to locations in Renfrewshire and beyond.

**(d) Potential rail stations**

The Council will support investigation of additional rail stations by Strathclyde Passenger Transport. The Council will wish all options for additional stations to be subject to a full evaluation. No land reservation for additional stations is included in the Local Plan or shown on the Proposals Map.

**(e) Reopening of the rail line to Bridge of Weir / Kilmacolm**

The Council will support investigations into the reopening of the rail line to Bridge of Weir / Kilmacolm. The line of the former railway is protected by the Local Plan.

**Protection of disused rail lines**

3.25 National planning guidance advises that Planning Authorities should ensure through their development plans that disused transport routes, such as old roads, canals and railways, with a reasonable prospect of reuse, are not unnecessarily severed by new buildings or bridges, non-transport land uses or by road proposals. In particular, disused railways should only be severed in exceptional circumstances, and former and potential sites for stations should be protected wherever possible. As well as their original uses, such routes may be used for future rapid transit systems or serve as walking paths, cycle routes, bridleways or as a focus for leisure and recreation development. This is supported by the Structure Plan. Transport Policy has been framed in accordance with this guidance taking advice from Strathclyde Passenger Transport. The Council will wish to ensure that any proposals to reopen these lines takes full account of the impact on residents and other occupiers of land adjacent to the lines.

POL T2

SP para 7.32 A  
and Schedule 4 (ii)

SP Schedule 4 (iii)  
POL T2

POL T2

NPPG 17 paras 66, 76

SP para 8.12 and  
Table 7

**Walking, footways and footpaths.**

3.26 National planning guidance and the Structure Plan support the Council's objectives of encouraging and improving facilities for walking. National planning guidance states that , as part of its Local Transport Strategy, each local authority should have clear policies for walking, and a programme of actions to implement these. Urban areas should be made more attractive and safer for pedestrians, including in particular people with mobility difficulties. It further points out that improved conditions for pedestrians, linked to locational policies which promote local activity could lead to a significant change in travel choices. The impact of development on pedestrian movement should therefore always be considered. This approach is built into the Structure Plan, which among other things, includes access for pedestrians as a feature to be taken into consideration in the assessment of development proposals. The Local Transport Strategy includes a range of measures aimed at improving facilities for walking particularly between homes and places of employment. The Council is committed to preparing an Access Strategy and to the identification of a core path network. The implications of these for the Local Plan will be taken into account through future review and update of the Plan.

**Access for disabled people.**

3.27 Supporting people with disabilities is one of the priorities of the Council set out in the Council's Corporate Plan. National planning guidance advises that development plans should give consideration to the needs of disabled people in terms of access and parking. It advises that the design and layout of town centres and residential areas should have well defined, safe access arrangements for disabled motorists and pedestrians. Transport infrastructure should be accessible and functional for the disabled in terms of location, design and layout. The Council has taken account of the requirements of people with mobility or visual impairments in the works to improve pedestrian access in Paisley town centre.

3.28 The Disability Discrimination Act 1995 requires that disabled people are treated no less favourably than other people. Provision of access for disabled people to new buildings as well as the provision of disabled parking is covered by the Building (Scotland) Acts 1959 and 1970, as amended, and the Building Standards (Scotland) Regulations 1990. These are administered through the Building Control service. No specific policy on access for disabled people is included in the Local Plan as it is considered that a policy would not augment the duties and responsibilities of the Council contained in the above legislation.

**Cycling**

3.29 Cycling offers potential traffic, environmental, health and recreational benefits. The Government's National Cycling Strategy seeks to establish a culture which favours the increased use of the bicycle by people of all ages. Government policy and the Structure Plan seek to promote cycling as an alternative to the private car particularly for shorter journeys. The Roads and Transportation Committee at the meeting of 23 October 1996 supported the principle of the National Cycling Strategy and agreed that policies supporting cycling should be included in the Local Plan. Cycling should be integrated into the design of new developments and should provide an opportunity for the creation of a comprehensive cycle network, concentrating on providing convenient routes to employment centres, schools and other local facilities.

POL T1, POL T3 (a-d)  
NPPG 17 paras 46-47

SP Schedule 3(a)(ii)

SP Pol 9C ii

NPPG 17 para 48

POL T1 (ii)  
POL T3 (a-d)  
NPPG 17 paras 49-50

PAN 57 paras 21-22

## Policies for walking and cycling

3.30 In view of the above the Local Plan contains policies

- to ensure that the appropriate provision for pedestrians and cyclists is made to and within the development.
- to protect existing and potential walking and cycling routes.

POL T1 (ii); (vii-x)

POL T3a, b

## Protection and promotion of new walking and cycling routes

3.31 The Council is actively pursuing the creation of new routes for walking and cycling and the provision of facilities for walking and cycling is being promoted on a number of fronts:-

### a) Access Strategy / Renfrewshire Core Path Plan

The Council has prepared the Renfrewshire Access Strategy, which considers walking, cycling and riding within and around urban areas as well as access in the countryside for recreation. The Land Reform (Scotland) Act 2003 creates a statutory right of responsible access over most land and inland water in Scotland. As required by the Act, the Council is preparing the Renfrewshire Core Path Plan which will establish routes for walking and cycling throughout Renfrewshire.

### b) Public Transport Fund Bid

The Council has received funding under the Public Transport Fund for a range of measures including the provision of new and improved walking and cycling links from Inchinnan Business Park to Paisley and Renfrew. Routes arising from this initiative are identified and safeguarded in the finalised Local Plan.

### c) Cycling Strategy

The Council is currently preparing a Cycling Strategy for Renfrewshire which will, among other things, identify proposed cycling routes. Routes which are proposed in the Cycling Strategy will be identified in future reviews of the Local Plan.

3.32 The Local Plan has an important role to play in protecting existing and proposed walking and cycling routes. The Structure Plan points out that such routes have an important role in transportation and also in the creation of the Green Network. The Local Plan complements the Core Path Plan by designating important existing and proposed routes. However the Core Path Plan will identify additional routes and will seek to secure local connections where these are not shown on the Local Plan.

SP Pol 1 (e) and  
Diagram 6,  
SP Pol 4 and Schedule 4(i)

## Existing Walking and Cycling Routes

3.33 Two routes, which form part of the National Cycle Network, run through Renfrewshire. These are the Glasgow to Paisley and Paisley/Greenock, Paisley/Irvine routes. These have been constructed by Sustrans in co-operation with the Council and other bodies. They provide important east-west routes through Renfrewshire for recreational cycling, touring and commuting. They are largely constructed on former rail lines with a small amount on road. The Local Plan identifies and protects these routes.

POL T3a



### Proposed Walking and Cycling Routes

3.34 As stated above, additional routes may be developed from the Access Strategy/ Renfrewshire Core Path Plan and the Public Transport Fund Bid. The Local Plan complements these by safeguarding and protecting important existing and proposed routes for walking and cycling. The Local Plan identifies three such routes which are in the process of being created. Policy T3a protects existing sections of these routes and Policy T3b provides protection for the proposed sections of these routes where their course is known. Policy T3c sets out the Council's commitment to work in partnership with land owners and other interested parties to secure continuous routes in conformity with the Core Path planning process.

#### a) Clyde Walkway -Renfrew to Langbank

A feasibility study "Clyde Walkway - Renfrew to Langbank" was prepared by the Carts River Valleys Project. The Structure Plan supports the creation of a walkway / cycleway from Glasgow to Inverclyde. Parts of this already exist, at Renfrew Golf Course, Erskine and at the Braehead Shopping Centre. Provision is also made for a walking/cycling route in the proposed development along the Clyde river front at Braehead and at the new golf course on the Clyde river front at Mar Hall.

#### b) Hawkhead / Dykebar / Glenburn / Foxbar

The Renfrew District Local Plan identified a potential walking/cycling route running around the south of Paisley linking Hawkhead, Dykebar, Glenburn and Foxbar through to the Paisley / Elderslie cycle track. Parts of this run over a former rail line but much of the line has been removed. This Local Plan will continue to play an important role in justifying the construction of the walking / cycling route and the reservation of land in new developments for its provision.

#### c) White Cart Walkway

The Carts River Valley Project Access and Recreation Strategy was approved by the Project Joint Committee in December 1995 and provides an overarching framework for the development of walking/cycling routes along the river system. Section 3 of the Strategy document deals with new routes and specific reference is made to the establishment of the White Cart Walkway. The document specifically supports the creation of the White Cart Walkway from Jenny 's Well to Paisley Town Centre and from Paisley Town Centre to Renfrew (Inchinnan Road). The Renfrew District Local Plan contained policies to safeguard opportunities for access to the river from Paisley Town Centre to the River Clyde. Sections of the route have been provided and land reservations have been secured as part of planning consents. This Local Plan will continue to safeguard these opportunities.

3.35 The Local Plan safeguards the above existing and proposed routes and seeks to ensure that development proposals which border on to, or include part of, the routes make adequate provision for their construction or for appropriate land reservation to allow for their provision in the future. The Council will seek to work in partnership with

POL T3a  
POL T3b  
POL T3c

SP Pol 4 and  
Schedule 4 (i)

POL T3b



land owners and developers as well as other agencies to secure the provision of these routes.

### **Public Rights-of-Way**

3.36 The Council has a duty under Section 46 of the Countryside (Scotland) Act 1968 to protect and to keep open and free from obstruction or encroachment any public right-of-way. The Local Plan includes a policy to this effect. A register of public rights-of-way is maintained by the Director of Planning and Transport and is available for inspection at the Department of Planning and Transport.

### **Footpath Closures**

3.37 The Council receives a small number of requests for the closure of footpaths. In view of the Council's intention to encourage walking it will consider the closure of existing footpaths only as a last resort. The Planning Committee on 23rd October, 1997 approved a policy which is based on this approach. All requests for the closure of footpaths will be considered in accordance with this policy.

### **Town Centre Transport Action Plans**

3.38 The Council, in partnership with Scottish Enterprise Renfrewshire, Strathclyde Passenger Transport and other bodies, has undertaken major works in Paisley Town Centre to improve pedestrian access and to provide new and improved facilities for bus and rail transport. This has brought about a significant improvement in the Town Centre environment which has been recognised through awards presented by the Royal Town Planning Institute and the Scottish Executive and by Scottish Enterprise and Scottish Natural Heritage. The Structure Plan supports the improvement of town centres and requires the Local Plan and the Local Transport Strategy to include Town Centre Transport Action Plans. These should aim to improve the environment and accessibility for town centres. Paisley is identified as a priority for action which reflects the recent and current improvement works in Paisley Town Centre. The Council's Local Transport Strategy commits the Council to monitor the measures introduced in Paisley under the Paisley Town Centre Action Plan and continue studies into similar transportation and planning Action Plans for Renfrew and Johnstone. A study to prepare an Action Plan to improve Renfrew Town Centre has been commenced. This will consider traffic management as well as other issues described in the Retailing and Town Centres section of the Local Plan. Any land use requirements arising from Action Plans will be incorporated into future reviews of the Local Plan. The wider retailing policies for town centres are set out in the section on retailing and town centres.

## **4) Providing for freight transport requirements**

### **Non road based freight**

3.39 The promotion of non-road based movement for longer distance trips for goods is an established national priority. International Transport facilities at Glasgow Airport and Deanside Transit, Hillington are safeguarded by the Structure Plan. National planning guidance advises that local plans should identify sites where there are opportunities for locating or relocating distribution and freight operator centres and other developments with frequent freight movements, including former railway land adjacent to operational rail routes. PAN 57 suggests that consideration should be given to safeguarding land where goods vehicles could access existing or former rail sidings. This is covered to some

POL T3c

POL T3d

POL T3e

SP Pol 3c and  
para 8.14SP Pol 5 and  
Schedule 5 (f)  
NPPG 17 para 76

extent under the protection of disused rail lines and investigation of reopening rail lines. In addition there is a requirement to take account of the need to retain rail facilities in the assessment of development proposals. Railtrack has identified the former goods yard at Elderslie as an important location for future freight connection for use by general users. The Local Plan therefore identifies and protects this site for future freight related use. If the proposal proceeds the Council will wish to examine the possibility of extending the cycleway through or round the site.

## 5) Making appropriate allocations of land for transport proposals

### Appraisal of Infrastructure Proposals

3.40 The Government advises that road and other infrastructure proposals should be appraised taking account of a number of factors including effect on local setting, implications for natural and built environment and where there is an adverse effect demonstrate that all non-damaging alternative options have been considered and show how adverse effects may be mitigated. The Structure Plan requires new and uncommitted schemes to be assessed in terms of the criteria of the Scottish Executive guidance contained in the "Appraisal of Trunk Road Investment 1998".

### Roads Proposals

3.41 The Local Plan makes appropriate land allocations in the Proposals Map for committed and programmed roads schemes with land use implications and, in accordance with national planning guidance, other important schemes which are not committed are described in the text.

### Committed and programmed Proposals

3.42 The Local Transport Strategy lists transport proposals within Renfrewshire. The Local Plan identifies two committed or programmed roads proposals which will have land use implications. These are :-

- A. Improvements to junction at Red Smiddy Roundabout (junction of Barnsford Road/Greenock Road/Southbar Road, Erskine)
- B. Improvements to Darluith Junction (Barochan Road / Darluith Road, Linwood)

These proposals are shown on the Proposals Map.

### Studies and investigations

3.43 The Local Transport Strategy makes provision for studies to progress a number of transport proposals. These include two roads proposals which, if implemented, are likely to have land use implications. These are:

#### A. Renfrew Western Development Road

The Renfrew District Local Plan contained a recommendation to the former Strathclyde Regional Council (Recommendation TR11) in relation to the construction of a new road linking Ferry Road and Argyll Avenue, Renfrew. A line was also shown on the Renfrew District Local Plan Proposals Map. The report to the Planning Committee of 21 September 2000 on the Renfrew North Study stated that traffic modelling has shown that this proposed link road

POL T2  
POL T1 (iv)

POL T4

NPPG 17 para 76

SP para 8.26  
and Table 8

NPPG 17 para 76

Proposal T1, Table T2

would not attract significant traffic away from Renfrew Town Centre and it that it is not appropriate to reserve this option. The report further states that there is a need to improve traffic flows from Renfrew Town Centre across the River Cart. Investigations are continuing into this and this will be the subject of a future report to the appropriate Council Board. The Local Transport Strategy states that the road will provide relief to Renfrew Town Centre, accommodate development traffic arising from the development of the Renfrew riverside area and provide a relief route between the east and west sides of the River Cart to alleviate traffic problems on the M8 White Cart Viaduct caused by incidents, road works and peak hour traffic congestion. The investigation of this road is also supported by the Structure Plan.

### **B. Paisley North Flank**

The Local Transport Strategy states that the comprehensive strategy for Paisley Town Centre Action Plan included works to address traffic problems on the north side of the Town Centre. In particular the northern element of the town centre ring route has a bridge with a very substandard head room which restricts HGV movements. Provision for a revised route on the line of St James Street and the provision of a new bridge would resolve congestion problems and open the route to all types of traffic.

These studies will progress the investigation of these projects and allow the costs and benefits to be fully assessed. In view of their non-committed status no lines for these roads are shown on the Proposals Map

### **Routes reserved as corridors for through movement.**

3.44 National planning guidance advises that the Local Plan should designate routes which are reserved as corridors for through movement and on which development requiring access will be resisted. This primarily applies to the trunk road network. Accordingly the Trunk Roads within Renfrewshire are identified in the Proposals Map, and the Local Plan reserves these as corridors for through movement. Where the travel generated by a development results in a significant impact on flow or safety of traffic on a trunk road, the developer will be expected to mitigate this impact. Such mitigation should initially focus on reducing the private car travel demand of the development, and only after all practicable measures to achieve this have been taken will infrastructure improvements to cope with the additional traffic be considered. Infrastructure improvements to the trunk road network will be required to provide no net detriment to flow and safety. Developers will be required where appropriate to enter Planning Agreements to ensure delivery of mitigation measures.

### **Provision of roadside facilities on Motorways**

3.45 The Structure Plan, in accordance with NPPG 9 - "The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland" identifies an opportunity for motorway service areas on the M8 (West of Central Glasgow). The Local Plan requires to identify suitable locations. It is considered that there are many existing service facilities in the Renfrewshire towns which are readily accessible by the traffic on the M8. No specific provision is therefore made in the Local Plan.

SP Pol 4 and  
Schedule 4 (v)

NPPG 17 para 76

POL T5

POL TI (vi)

SP para 8.27 and  
Schedule 4 (vi)

## POLICIES

### **POLICY T1: Policy on the Assessment of New Developments.**

#### **Criteria for assessment**

The Council will assess development proposals against its approved Roads Development Guidelines and will, where it considers it to be necessary, require the submission of a Transport Assessment. The Council it will also assess development proposals against the principles, policies and guidance set out in the Structure Plan, NPPG 17 and PAN 57. Matters arising from these documents are summarised below and there will be a presumption that development proposals will require to fulfil these criteria to the satisfaction of the Council. However it is not the intention of the Council to apply each and all of the criteria to developments which will have an insignificant effect on transport. In determining the application of the criteria the Council will therefore take account of the nature, scale and location of the development proposal and its likely significance for sustainable transport matters.

#### **Location**

##### **(i) Assessment of suitability of location and full transport impacts**

- the location of the development proposal is appropriate taking account of its function and relative accessibility through the application of the Locational Preferences in Schedule 3(a)(ii) of the Structure Plan
- the demand for travel which it will generate and the transportation impacts which this will produce both for the local and for the strategic transportation network are acceptable

#### **Walking and Cycling**

##### **(ii) Making provision for walking and cycling**

- the accessibility of the development is satisfactory for people on foot and by bicycle. In particular :-

(a) development proposals will require to provide safe and convenient pedestrian and cycle access to and within the development

(b) development proposals adjacent to or in proximity to existing or potential cycling/ pedestrian routes will require to incorporate appropriate means of direct or indirect access to these routes for cyclists and pedestrians

(c) for developments which are accessed by the public, access to the development for the majority of the forecast catchment population is satisfactory by attractive, safe and secure walking and cycling routes

paras 3.13-3.16

paras 3.2-3.3, 3.12

paras 3.11, 3.26-3.35

**Public Transport Provision****(iii) Bus Services**

- appropriate provision is made in the layout for facilities giving priority to and allowing penetration by buses
- appropriate provision is made for facilities for bus services to deposit passengers within a short and easy walk to the entrance of building(s) and other facilities proposed in the development
- bus services providing access to the development are adequate from the date of opening, taking account of the frequency and hours of operation of the buses and the scale and nature and operating hours of the development
- where appropriate agreements are established in respect of continued provision of bus services between the developer and bus operators and involving as necessary the Council and Strathclyde Passenger Transport. This may form part of a Green Transport Plan
- the impact of the proposal on the operation of the existing bus network and services is acceptable

**(iv) Rail Services**

For development proposals which involve

- (a) the provision of connections to the rail network or
- (b) the development of land with existing or former connections to the rail network or
- (c) the development of land formerly used for rail purposes
  - the impact of the proposal on the operation of the rail network is acceptable to the Council and to Strathclyde Passenger Transport
  - the need to safeguard, and the opportunity to utilise, existing or potential rail facilities and connections to the rail network for passenger or freight transport are fully evaluated, and appropriate safeguarding and utilisation is incorporated into the development

**Roads & Traffic****(v) Design and layout**

- the design, layout and standard of any proposed road and other transport infrastructure is appropriate to the local environment, the character of the surrounding area and to the purpose of the road
- satisfactory measures are incorporated to achieve safe traffic speeds and secure a pleasant and safe environment

paras 3.11, 3.21-3.23

paras 3.11, 3.21-3.23,  
3.39

paras 3.4, 3.9, 3.13

**(vi) Traffic Impacts**

- The impact of the traffic generated by the development, including freight and servicing, during construction and after completion of the development on (a) the strategic and wider road network and (b) the immediate locality and local road network, is acceptable to the Council
- measures are incorporated in the proposal, for example Green Transport Plans, to create a satisfactory level of travel demand and share of sustainable modes of transport

paras 3.4, 3.13, 3.44

para 3.17

**(vii) Parking**

- The provision of parking for vehicles, including disabled parking and parking for cycles and motorcycles, is made in accordance with the Council's approved parking standards

paras 3.18-3.19

**Environmental Impact**

**(viii) Environmental Impact of Traffic and Transport Infrastructure.**

- The individual and cumulative impact of the traffic generated by the development on air quality is acceptable to the Council
- The impacts of the traffic and the transport infrastructure, arising from new developments, on the environment, landscape character, and amenity of affected areas, is acceptable to the Council

para 3.4

**Specific types of development**

In addition to the above criteria, for development proposals covering the following types of development, the Council will require that :-

paras 3.11-3.12  
3.21-3.23,  
3.26-3.29

**(ix) For retail developments**

- proposals for new retail development are in locations which achieve maximum accessibility by a variety of means of transport especially public transport, walking and cycling
- accessibility by public transport is taken into account in the application of the Sequential Approach to retailing and other Town Centre Uses

**(x) For residential developments**

new residential developments are satisfactory in respect of:-

- the level of access to day-to-day services such as convenience shops, schools, clinics, libraries and community centres, particularly by walking and cycling.
- the level of access to significant urban centres by walking, cycling and public transport (higher density housing will be considered in locations close to public transport nodes and high levels of public transport services.)
- the appropriateness of the design, layout and standard of access roads in respect of
  - (a) allowing children, pedestrians and cyclists to move freely and safely
  - (b) permitting appropriate servicing and accessing by bus services

## **POLICY T2: Protection of disused railway lines with potential for reuse for fixed rail transport.**

The Council safeguards those disused railway lines listed in Table T1 and shown on the Proposals Map which have potential for reuse for fixed rail transport. Development proposals affecting or in proximity to the railway lines will require to demonstrate that they do not prejudice the future reuse of the lines for fixed rail transport.

Table T1

List of protected disused rail lines with potential for reuse for fixed rail

Renfrew/Braehead
Paisley/Bridge of Weir/Kilmacolm
Arkleston Spur
Ferguslie Spur
Bishopton Royal Ordnance Factory Spur

para 3.24 (b&e)  
3.25,  
3.39

## **Walking and Cycling**

### **POLICY T3a: Protection of existing walking and cycling routes**

The Council safeguards the existing walking and cycling routes shown on the Proposals Map. Development proposals covering, adjoining or in proximity to these existing walking and cycling routes will require to meet the following criteria:-

- Appropriate provision is made for the continuing use of the routes
- Where the route runs within or alongside the boundary of the development proposal an acceptable provision is made for the route in the design and layout of the development
- The development proposal will not prejudice the safety of cyclists or pedestrians using the route
- Appropriate direct or indirect access is provided to the route from the new development

paras 3.25-3.26,  
3.29-3.33

### **POLICY T3b: Protection of proposed walking and cycling routes -**

The Council will protect the line of the proposed walking and cycling routes shown on the Proposals Map, where these meet the aims of the Renfrewshire Outdoor Access Strategy and where preliminary agreement or funding for these potential routes has been secured in partnership with land owners, developers and other bodies and agencies. In addition the Council will protect the line of the White Cart Walkway which is a long-term planning objective. Development proposals covering, adjoining or in proximity to proposed walking and cycling routes will require to meet the following criteria :

- (i) Appropriate provision is made for the construction of the section of the route lying within or adjacent to the development site. This will be achieved either through incorporation of the route into the design and layout of the development proposal in an acceptable way, or where this is not feasible, the reservation of an appropriate area of

paras 3.25-3.26  
3.29-3.30, 3.34

land to allow for future construction of the route. The design and layout of the route will require to be in accordance with the advice contained in the Council's approved footpath closure policy, to avoid future closure requests.

(ii) The development proposal will not prejudice the future safety of cyclists or pedestrians using the proposed route.

### **POLICY T3c : Provision of additional walking and cycling routes**

The Council will seek to work in partnership with land owners, developers and other bodies and agencies to provide appropriate links including those required in the existing (T3a) and proposed (T3b) routes, shown in the Proposals Maps, in order to secure continuous walking and cycling routes, in accordance with requirements of the Core Path planning process.

para 3.34

para 3.35

### **POLICY T3d: The protection of Public Rights of Way**

The Council will not grant planning permission for development affecting any public right-of-way unless the proposal includes the maintenance of the right-of-way or the diversion of the right-of-way on to an alternative route which is no less attractive, safe and convenient for public use.

para 3.36

### **POLICY T3e: Footpath Closures**

The Council will consider all requests for the closure of footpaths in accordance with the approved policy on footpath closures.

para 3.37

### **POLICY T4: Freight Connection to Rail Network**

The Council safeguards land at Elderslie Yard identified in the Proposals Map as a site with potential for the provision of a freight connection to the rail network. Development proposals on or adjacent to the land will not be granted planning consent if they will prejudice the potential for a freight connection to the rail network.

para 3.39

### **POLICY T5: Policy on Trunk Roads**

The Trunk Roads within Renfrewshire shown on the Proposals Map are reserved as corridors for through movement and developments requiring direct access to these roads will require to have the access arrangements agreed by the Scottish Executive.

para 3.44

### **POLICY T6: Safeguarding of existing Park and Ride Car Park sites at Rail Stations**

The Council safeguards land at Bishopton, Howwood, Johnstone, Paisley and Lochwinnoch identified in the Proposals Map as sites for Park and Ride Car Parks. Development proposals on or adjacent to the land will not be granted planning consent where it is considered that such proposals will prejudice the Park and Ride facilities.

para 3.9 and Local  
Transport Strategy

para 3.19



**PROPOSAL T1: Proposed Roads Schemes**

Programmed roads proposals which have land use implications are shown on the Proposals Map and are listed below in Table T2. Other development will not be permitted on the land if it would be likely to prejudice the implementation of any of these schemes.

Table T2

List of Proposed Roads Schemes.

- |                                     |
|-------------------------------------|
| A. Red Smiddy Roundabout (Erskine)  |
| B. Darluith Road Junction (Linwood) |

# Renfrewshire Local Plan



## Economic Competitiveness

### Page

Business & Industry & Tourism  
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## 4 Business, Industry and Tourism

### OVERVIEW

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

### Strategic Economic Locations

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

#### a. Strategic Business Centres

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

#### b. Strategic Industrial and Business Locations

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

#### c. Core Economic Development Areas

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

SP Pol 5

SP Pol 5, Schedule 5 (a)  
POL IB1

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

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

#### **d. Metropolitan Flagship Initiatives**

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

#### **e. Inward Investment Location**

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

#### **f. Royal Ordnance Bishopton**

4.8 The Scottish Executive have set up a Working Group to consider future uses for this site and its regeneration. The Structure Plan includes a specific policy covering the future study of the site and states that consideration will be given to the outcome of the Working Group. It also promotes the preparation of a Master Plan to test the feasibility and impacts of longer term expansion for housing and employment generating uses at this location.

#### **g. International Transport Facilities**

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

### **Locally Important Industrial and Business Locations**

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

### **Tourism**

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

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

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

SP Pol 2, Schedule 2(a)  
POL SS2

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

POL IB9

POL IB11

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

## WHAT WE WANT TO ACHIEVE

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

### Objectives

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

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

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

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

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

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

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

### **Strategic Economic Locations**

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

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

### **Strategic Business Centres**

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

SP Pol 5

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

### Strategic Industrial and Business Locations

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

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

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

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

- Inchinnan
- Parts of the M8 Frontage at Hillington

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

- Part of the M8 Frontage at Hillington

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

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

### Potential Extension of Inchinnan Business Park

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

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

POL IB2, 3, 4

POL IB2

POL IB3

POL IB4

SP para 10.10  
POL IB2, 3

SP paras 10.15-10.17

POL IB5

### Core Economic Development Areas

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

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

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

### Inward Investment Locations

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

### Royal Ordnance Bishopton

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

### NE Phoenix/E. Candren

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

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

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

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

SP Pol 9 B i

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

SP Pol 2, Schedule 2 (a)  
  
POL SS2

POL SS7  
POL IB7

POL IB9



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

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

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

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

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

#### **Retailing within Business and Industrial Areas**

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

#### **Integration of Economic Development and Transport**

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

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

POL IB4

POL IB9  
POL IB10  
para 4.34

POL IB9, 10

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

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

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

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

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

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

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

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

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

Panel IB1

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

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

POL IB11

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

## POLICIES

### **POLICY IB1: Strategic Business Centre**

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

paras 4.3, 4.18

### **POLICY IB2: Strategic Industrial and Business Locations - General**

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

Erskine Riverfront

Linwood South

Westway (Renfrew)

Hillington (Excluding the M8 Frontage)

Linwood North

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

paras 4.4, 4.19, 4.20,  
4.23, 4.24

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

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

Parts of the M8 Frontage at Hillington

Inchinnan

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

paras 4.4, 4.19, 4.21,  
4.23, 4.24

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

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

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

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

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

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

Part of the M8 Frontage at Hillington (SIBL)

Junction 26 East and West (Mossland Road)

King's Inch Business Park

Braehead Business Park Phases 1 and 2

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

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

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

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

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

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

**POLICY IB5: Inchinnan Business Park Expansion Area**

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

para 4.25

**POLICY IB6: Single User High Amenity Site - Erskine**

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

paras 4.7, 4.28

**POLICY IB7: East Candren**

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

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

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

para 4.9

**POLICY IB9: Locally Important Business/Industrial Areas**

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

paras 4.10, 4.31, 4.33

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

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

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

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

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

para 4.34

## **TOURISM**

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

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

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

paras 4.11, 4.38-4.42

### **PANEL IB1. Business and Industry: General Development Criteria**

The development proposal shall:

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

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

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

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

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





# 5 Glasgow Airport

## OVERVIEW

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

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

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

### Access to Glasgow Airport

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

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

## WHAT WE WANT TO ACHIEVE

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

### Objectives

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

POL AIRPORT 1

POL AIRPORT 2

POL AIRPORT 3

NPPG 17, Paras 67-69

SP Pol 4,

SP Schedule 4 (ii)

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

### **Operational Use**

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

### **Related Use - The Airport Campus**

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

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

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

POL AIRPORT 1

SP Pol 5, SP Schedule 5 (f)

POL AIRPORT 2

SP Joint Policy  
Commitment 1

SP paras, 10.15-10.17

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

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

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

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

POL AIRPORT 3

POL AIRPORT 4

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

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

## **POLICIES**

### **POLICY AIRPORT 1: Operational Use**

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

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

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

### **POLICY AIRPORT 2: The Airport Campus**

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

### **POLICY AIRPORT 3: Public Safety Zones**

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

## **REFERENCES**

PAN 56  
Planning and Noise

## **TEXT REFERENCES**

paras 5.3, 5.7

paras 5.3, 5.8-5.10

paras 5.3, 5.11

**POLICY AIRPORT 4: Airport Safeguarding Areas**

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

# Renfrewshire Local Plan



## Quality of Life & Health of Local Communities

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## 6. Housing

### OVERVIEW

6.1 A primary aim of the Local Plan is to maintain and, where possible, enhance the character and amenity of existing residential areas. The Local Plan also seeks to encourage the creation and maintenance of vibrant town and village centres and the Housing section includes policies aimed at achieving this. The section provides information on the supply of housing land in Renfrewshire in the short, medium and longer term. The supply of land for housing is set within the plan's Settlement Strategy and makes provision for housing development primarily on sites within existing settlements, with the most notable addition at Renfrew North. New housing development will also form an important component of the renewal of the Social Inclusion Partnership Areas. The Housing Land Supply provides opportunities for a wide range of housing including owner-occupied and social rented. A policy also covers affordable housing. The section also provides guidance on design and layout of new housing developments. Recognition is also given to the preparation of a master plan for Royal Ordnance Bishopton and the potential contribution which this may make to the supply of housing in the longer term.

### Background

6.2 Renfrewshire is a popular location for house builders because of its attractive and varied urban and rural environment. The excellent transport links, and therefore ease of access to employment opportunities within the Glasgow conurbation, have added to its popularity for residents and developers alike. In particular the towns of Paisley, Renfrew, Johnstone and Erskine have accommodated significant levels of house building since 1991, for both social rented as well as private development.

6.3 While a significant proportion of house construction in the period 1990-2001 has taken place on greenfield locations, the majority, 73%, was on brownfield sites within the urban areas. This pattern of development represents the successful implementation of the policies of previous Structure and Local Plans, which have sought to bring about the regeneration of the urban areas by giving priority to the reuse of urban brownfield land, and by the implementation of a strong Green Belt policy which has underpinned the wider urban regeneration process. This has been supplemented by the planned development of greenfield land, most notably the greenfield releases at the new communities of Erskine, and Houston and Crosslee, and the release of greenfield sites at Bishopton, Howwood and Dykebar in Paisley.

### Housing Stock and Tenure

6.4 The housing stock within the Renfrewshire Council area, in March 2001, was estimated to be 80,610 dwellings. This is an increase of 9172 (12.8%) since 1988, and is an average increase of just under 1% per annum. Over this period the new communities of Erskine, and Houston and Crosslee, have been largely built out to their planned extents. The settlement pattern elsewhere has not changed significantly over this period but the tenure split has altered quite dramatically, with a large growth in the owner-occupied



sector from 41.3% to 63.0%, and an equivalent reduction in the public sector stock. This reduction is mainly as a result of the construction of new build private housing, the implementation of Right-to-Buy legislation and also from the demolition programmes for the local authority housing in areas such as Ferguslie Park and Foxbar Rivers. In addition there was a relatively large increase in housing association stock mainly due to the 1998 transfer of Scottish Homes stock to Linstone, Bridgewater and Paisley South Housing Associations. There was a smaller amount of new build by housing associations in community regeneration areas. Housing associations also provide specialist housing for community care client groups including elderly people and people with disabilities.

### House Completions

6.5 The total number of houses built in Renfrewshire in the period 1990-2001 was 9723, an average of 884 dwellings per annum. The average number of houses completed during the 3 year period 1998-2001 was 746 per annum which is below the average number of completions of 973 per annum for the previous 3 year period 1995-1998, when particularly high levels of completions were experienced. During the period 1990-2001, 55.8% of all new houses in Renfrewshire were built in Paisley. In Renfrewshire as a whole, the majority of completions were owner-occupied (83.5%), with 14.5% housing association and 1.1% local authority.

### House Conditions

6.6 Renfrewshire Council's Housing Plan 1998-2003 indicates that, within the private sector, 1050 occupied dwellings, and 227 vacant dwellings, were below the tolerable standard and 2400 were in serious disrepair. 96% of the housing stock which is below tolerable standard (BTS) is within the owner occupied and private rented sectors. 97% of BTS housing is to be found within pre-1919 housing stock and tenement flats comprise 82.6% of all BTS dwellings. The Council policy is to target action in renewal neighbourhoods, and much of this work has been carried out by Williamsburgh and Paisley South Housing Associations. Joint action with Communities Scotland and the private sector has successfully resulted in comprehensive renewal at Ferguslie Park and Foxbar in Paisley.

6.7 Similar initiatives are continuing in the Social Inclusion Partnership Areas. Eleven Social Inclusion Partnership areas (SIPs) have been identified in Renfrewshire, eight are located in Paisley, two in Johnstone and one in Renfrew. These areas suffer from a combination of linked problems, including poor housing conditions and reducing demand for social rented housing in some areas. The Council is preparing Local Area Development Frameworks which aim to develop a strategy to identify and tackle the key problems facing each area. It is anticipated that housing opportunity sites, for both the housing associations and private sector, will emerge from these studies. The preparation and implementation of Local Area Development Frameworks for these areas will continue the ongoing programme of housing renewal in a co-ordinated and sustainable manner.

### Policy Background

6.8 The Local Plan was prepared during a period of considerable change in policy guidance at the national, Structure Plan and local levels.

### National Planning Policy

6.9 National Planning Policy is contained in Scottish Planning Policy (SPP) 3 Planning for Housing, and Planning Advice Note (PAN) 38, Housing Land.

para 2.27-2.30  
POL SS6

SPP 3  
PAN 38



**6.10 The supply of housing land.** The Local Plan must conform to the Structure Plan and provide sufficient effective land to meet housing land requirements for at least 5 years from the date of adoption. The Local Plan should also identify further sites to meet requirements in the medium term. The effectiveness and programming of sites will be monitored through the annual housing land audit. SPP 3 gives clear preference to the development of brownfield over greenfield land. It states that where there is a supply of previously developed land, planning authorities should normally give priority to its re-use, in preference to greenfield development; and that planning authorities should promote the re-use of previously developed land in preference to greenfield land, provided that a satisfactory residential environment can be created. SPP 3 also emphasises the need to maintain the effectiveness of existing green belts. It recognises that green belt policies play an important role and advises that where there is a demonstrable requirement for additional housing, green belt boundaries will need to be reviewed as part of a long-term sustainable settlement strategy. Before any green belt land is identified for development, there should be a realistic appraisal of the opportunities for development on sites within the existing urban area.

POL H2  
SPP3

**6.11 Mixed Communities/ Providing a choice of residential environments.** National Planning Policy encourages the creation of more diverse, attractive, mixed residential communities. Local authorities, developers and other housing providers should provide a range of housing types, providing for the needs of all in the community, and all segments of the market, from affordable housing and starter homes to executive housing, and including homes for families, older people and people with special housing needs.

SPP3 para 23-24

**6.12 Regeneration.** Redevelopment in existing neighbourhoods can support the wider regeneration of these areas, by providing greater choice in terms of housing type and tenure, as well as high quality residential environments.

SPP3 para 50

**6.13 Affordable housing.** The planning system can help to support a strategy to provide affordable housing. Local Housing Needs Assessments contained within councils' Local Housing Strategies (LHS) will identify any need for affordable housing and indicate how councils intend to address it. Where these identify a shortage of affordable housing, this is a material consideration in planning processes, which should be addressed as the opportunity arises through reviews of structure and local plans.

SPP3 para 77

**6.14 Design.** National Planning Policy places a strong emphasis on design. Good housing design is one of the key messages in SPP3. New housing development should make a positive contribution to the built and rural environment, and sustainable development principles including energy efficiency should be incorporated into its design and layout. The planning system has an important role in promoting good design in new housing development. The development plan should contain clear policies to encourage good quality, well-designed development proposals .

SPP3 para 6, 9, 88

#### **Glasgow and the Clyde Valley Joint Structure Plan**

**6.15** The Structure Plan provides the strategic context for Local Plan housing policy and, among other things, gives direction for the release of housing land. The Structure Plan assesses the supply and demand for housing on the basis of Housing Market Areas. The Renfrewshire sub-market area which includes Renfrewshire, Kilmacolm (Inverclyde), and Barrhead and Neilston (East Renfrewshire) forms part of the wider Central Conurbation

SP paras 11.21-11.31

Housing Market Area. The requirements for the release of land are specified for each local authority in the Structure Plan. The Structure Plan contains no requirement for additional release in Renfrewshire to meet the strategic shortfall during the period 1999-2006, but requires an additional 400 houses to be identified to contribute to meeting the anticipated shortfall during the period 2006-2011. These 400 houses are in addition to the sites contained in the 1999 Housing Land Supply (HLS) and the Capacity Study which was also undertaken in 1999 to identify potential for development up to 2011.

6.16 The Structure Plan provides guidance on the release of land and clearly sets this within the context of its wider policy objectives. The Structure Plan requires that priority continues to be given to the recycling of urban land, by using urban brownfield land in preference to greenfield sites in the provision of future housing. It also points out that, in some Metropolitan Flagship Initiatives and Urban Renewal Areas, there is considerable scope for providing new housing as a component of mixed use developments and planning authorities should take this fully into account in the preparation of Local Plans. It also states that new housing opportunities should be guided by the role that housing can play in supporting urban renewal, community regeneration and transportation policies. It makes clear that the Structure Plan's aim to promote greater social inclusion and integration would be undermined if it were to be based upon an assumption that housing development in inner areas would be limited to a narrow range of owner occupied dwellings at the lower end of the market. It concludes that: urban brownfield land will continue to be the main source of land for housing development until at least 2011; that the priority is therefore to ensure that there is a sustained commitment to its delivery; and that additional brownfield opportunities should be brought forward through the local planning process to meet housing demand. Greenfield land may be released, but only if necessary to meet the housing land release requirements specified. The Structure Plan also sets out criteria for the definition of sites in Local Plans to meet the identified requirements.

6.17 The Structure Plan identifies three Metropolitan Flagship Initiatives, one of which, the Clyde Waterfront, includes Renfrew North. The Structure Plan seeks the regeneration of this area through mixed use development, including housing. It also requires the Council to assess the potential of the Royal Ordnance Bishopton site for environmental renewal and the development of a number of uses including housing. Both of these sites have potential to accommodate substantial numbers of houses. The Structure Plan also states that it is important to consider the need for social rented and affordable owner-occupied housing.

### **Renfrewshire Council Policy**

6.18 The Council's Housing Plan 1998-2003, was approved by the Housing Committee at its meeting on 10 June 1998. It does not however, specify exact land requirements for social rented / special needs housing. A systematic repair and improvement programme will be undertaken for the majority of the Council's housing stock. While the Plan states that due to limited resources, the Council cannot currently plan to increase the provision of new local authority housing, the needs identified may be accommodated by the reallocation of existing stock, as well as new build in partnership with Communities Scotland and Housing Associations. The Council is now required to prepare a Local Housing Strategy which will set out future housing policies and programmes of the Council and its partner organisations, including setting the context for the preparation of the Local Area Development Frameworks for the renewal of the Social Inclusion Partnership Areas.

SP Table 11

SP para 11.9

SP para 11.20

SP para 11.28

SP para 11.29

SP para 7.29-7.32

SP para 7.35-7.36  
SP Pol 2

6.19 The housing needs of the elderly, and those with increasing frailty, physical disability, learning disability and mental health problems, are also considered within the Renfrewshire Joint Community Care Plan 2001-2004. While the primary aim of this plan is to provide a range of support services to maintain people in their homes, the need for additional sheltered housing and other suitable accommodation, is recognised.

## WHAT WE WANT TO ACHIEVE

### 6.20 Objectives

- 1) To protect and, where possible, enhance the character and amenity of existing and proposed housing areas.
- 2) To make adequate provision for, and encourage a range of housing development, to meet the housing requirements of the Structure Plan.
- 3) To encourage and promote the redevelopment of urban brownfield sites and renewal areas.
- 4) To make provision for any requirements arising from the Council's housing policies, including the reservation of sites for special needs where appropriate.
- 5) To encourage a range of residential development in and around town centres to complement and support measures to safeguard town centres and to encourage a mixed residential development.
- 6) To make provision for affordable housing.
- 7) To secure good design in new housing developments.

1) To protect and, where possible, enhance the character and amenity of existing and proposed housing areas.

POL H1  
POL H3

6.21 The protection of the residential character and amenity of existing and proposed housing areas is a primary aim of Local Plan policy and wherever possible housing areas should be enhanced. The Council will aim to ensure that all new housing developments and alterations to existing properties achieve a high standard of planning and that an attractive and sustainable residential environment is created and maintained.

POL H8  
NPPG 3, paras 69-74

2) To make adequate provision for, and encourage a range of housing development, to meet the housing requirements of the Structure Plan, and

POL H2  
POL H6

3) To encourage and promote the redevelopment of urban brownfield sites and renewal areas.

POL H2  
POL T1

6.22 **The Supply of Housing Land.** New opportunities for housing, which support the development plan strategy, are being brought forward and the development of these will signify a major shift in the pattern of housing development in Renfrewshire. Two sites

POL SS1

POL SS1

POL SS2

POL SS6

of major significance are Renfrew North, which has a potential to provide some 1500 houses, and Royal Ordnance Bishopton which is the subject of a master planning exercise to assess its potential to provide a number of uses including housing in the longer term. The Council is also progressing the preparation of Local Area Development Frameworks for the Social Inclusion Partnership Areas which will include the development of new housing in the social rented and private sectors. There are also further proposals from the Council and other public bodies which are likely to release substantial additional areas of land for housing. The new communities of Erskine, and Houston and Crosslee, are now largely built out to their planned extents and there is a strong feeling within these communities that they should be allowed to consolidate at the planned level of development and that they should not be viewed as locations for continuing expansion in the immediate future.

**6.23 Annual Housing Land Supply.** In accordance with PAN 38, the Housing Land Supply is revised annually by the Council and provides details of all housing sites within Renfrewshire and in particular gives information on the effective land supply, programmed over a seven year time horizon. All Councils within the Glasgow and Clyde Valley Structure Plan area prepare a similar document for their area, which provides a comprehensive and up-to-date picture of housing land within each Council's area and together forms the basis for the strategic assessment of housing land supply. The strategic Housing Land Supply forms a key part of the structure planning process. Renfrewshire's annual Housing Land Supply will comprise a central part of the Local Plan Monitoring Statement, and will be made available to interested parties. The Local Plan does not duplicate all the information contained in the Housing Land Supply document: nor does it represent on the Proposals Map all of the sites which the Housing Land Supply contains, as this would "freeze" the annual snapshot in the Local Plan whilst the sites in the Housing Land Supply will continue to be rolled forward annually. In order to provide an appropriate understanding of the scale and distribution of the Housing Land Supply, a summary of the 2001 supply, showing its distribution by settlement and tenure split, is provided in Table H1. This shows that the Housing Land Supply in Renfrewshire provides a wide variety of sites, giving a choice of houses, in locations spread throughout Renfrewshire.

**6.24 Structure Plan Housing Land Requirements.** As explained in paragraph 6.15 above, the Structure Plan, in accordance with national planning policy, provides for current housing land requirements and also provides a strategy for the medium and longer term. It identifies the supply for the period to 2006 and for the period 2006-2011. There is no requirement for additional release in Renfrewshire for the period 1999-2006. The Structure Plan does, however, specify a requirement for a release of an additional 400 houses within Renfrewshire for the 2006-2011 period.

Table H1

## Renfrewshire - Housing Land Supply 2001 Finalised- Programming by Settlement &amp; Tenure

OWNER/OCCUPIED	Programmed Output								TOTAL	POST
	Capacity	01/02	02/03	03/04	04/05	05/06	06/07	07/08	01/08	2008
Bishopton	29	27	-	1	1	-	-	-	29	0
Bridge of Weir	84	24	24	20	12	-	-	-	80	4
Elderslie	128	-	17	64	47	-	-	-	128	0
Erskine	167	92	61	14	-	-	-	-	167	0
Houston	20	12	2	3	3	-	-	-	20	0
Howwood	39	13	13	7	6	-	-	-	39	0
Inchinnan	10	-	-	-	2	-	3	-	5	5
Johnstone	281	42	91	64	58	18	-	-	273	8
Kilbarchan	39	19	2	-	-	-	-	-	21	18
Langbank	38	11	8	11	2	-	-	-	32	6
Linwood	58	-	11	26	15	3	-	-	55	3
Lochwinnoch	70	5	13	32	20	-	-	-	70	0
Renfrew	1058	91	97	80	140	130	105	115	758	300
Paisley	1480	116	185	366	293	187	76	76	1299	181
Paisley FP	575	-	-	-	30	30	30	30	120	455
<b>TOTAL</b>	<b>4076</b>	<b>452</b>	<b>524</b>	<b>688</b>	<b>629</b>	<b>368</b>	<b>214</b>	<b>221</b>	<b>3096</b>	<b>980</b>
<b>Disputed by H for S</b>	<b>336</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>110</b>	<b>62</b>	<b>30</b>	<b>30</b>	<b>336</b>	
PRIVATE RENT	Programmed Output								TOTAL	POST
	Capacity	01/02	02/03	03/04	04/05	05/06	06/07	07/08	01/08	2008
Paisley	20	20	-	-	-	-	-	-	20	0
<b>TOTAL</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>
HOUSING ASSOCIATION	Programmed Output								TOTAL	POST
	Capacity	01/02	02/03	03/04	04/05	05/06	06/07	07/08	01/08	2008
Johnstone	88	11	44	33	-	-	-	-	88	0
Linwood	35	-	-	35	-	-	-	-	35	0
Paisley	353	164	70	89	30	-	-	-	353	0
Paisley FP	80	30	20	30	-	-	-	-	80	0
Renfrew	10	10	-	-	-	-	-	-	10	0
<b>TOTAL</b>	<b>566</b>	<b>215</b>	<b>134</b>	<b>187</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>566</b>	<b>0</b>
TENURE NOT SPECIFIED	Programmed Output								TOTAL	POST
	Capacity	01/02	02/03	03/04	04/05	05/06	06/07	07/08	01/08	2008
Kilbarchan	20	-	-	-	-	-	-	-	0	20
Paisley	49	-	-	-	-	-	-	-	0	49
<b>TOTAL</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>
RENFREWSHIRE - HOUSING LAND SUPPLY 2001 (FINALISED) - ALL TENURES (SUMMARY)										
RENFREWSHIRE	Programmed Output								TOTAL	POST
	Capacity	01/02	02/03	03/04	04/05	05/06	06/07	07/08	01/08	2008
<b>TOTAL</b>	<b>4731</b>	<b>687</b>	<b>658</b>	<b>875</b>	<b>659</b>	<b>368</b>	<b>214</b>	<b>221</b>	<b>3682</b>	<b>1049</b>

Source: Renfrewshire Council, Department of Planning and Transport, 2001 Housing Land Supply Audit

SP Table 11

6.25 The Local Plan is based on the Finalised 2001 Housing Land Supply which gives the supply of housing land within Renfrewshire for the period 2001-2008. The Structure Plan is based on the 1999 Housing Land Supply. The Housing Land Supply used in the Local Plan is therefore two years advanced from the supply which was used in the preparation of the Structure Plan and allows an assessment to be made of the extent to which the housing requirements of the Structure Plan have been met over the 2 year period 1999-2001. Table H2 (A) shows the new sites which have been added to the Housing Land Supply during the period 1999-2001.

6.26 Table H2 (B) shows new and potential sites yet to be added to the Housing Land Supply. These include potential sites at Renfrew North which could provide over 1000 houses in addition to the capacity already included in the 2001 Housing Land Supply. This is likely to form a major component of the medium term housing land supply. In addition it is anticipated that the renewal of the Social Inclusion Partnership Areas will provide opportunities for owner occupied housing. Further proposals from the Council and other public bodies are likely to release further substantial areas of land for housing; see, for example, paragraph 8.5 on the Public Private Partnership (PPP) for the rationalisation of schools.

6.27 In summary, Table H2 (A) and (B) show that new development proposals will provide well in excess of an additional 400 houses during the period to 2011 and will therefore more than fully accommodate the Structure Plan requirement for housing release in Renfrewshire. The Local Plan therefore provides a wide range of effective and potential housing sites, for the short, medium and longer term and fully accords with and fulfils the requirements of national planning policy and the Glasgow and the Clyde Valley Joint Structure Plan.

6.28 The master planning exercise being undertaken for Royal Ordnance, Bishopton has the potential to provide a major component of the longer term housing land supply. The outcome of the work to establish this and other potential sites as feasible and acceptable will be monitored and the results incorporated, where appropriate, in future reviews of the Local Plan.

paras 2.19-2.22  
POL SS2

**4) To make provision for any requirements arising from the Council's housing policies, including the reservation of sites for special needs where appropriate.**

6.29 The Council's Housing Plan 1998-2003 provides an analysis of housing need, and shows that there are large shortfalls in the provision of housing for particular needs. It also acknowledges however, that there is a requirement to have better information, and further research in this area is therefore required. The Council is required to prepare a Local Housing Strategy which will replace the Housing Plan 1998-2003 and proposes to undertake an assessment of local housing needs which will provide information on the housing needs of the residents of Renfrewshire. The Local Housing Strategy will set out the Council's policies and proposals for housing within Renfrewshire and future reviews and updates of the Local Plan will require to take account of this important document .

POL H3

Table H2

List of all new housing sites which were not included in either the 1999 HLS or the 1999 Urban Capacity Study, which will contribute to the SP requirement for an additional 400 houses in Renfrewshire in the period 2006-2011

<b>(A) Additional Sites - Already included in the 2001 Housing Land Supply</b>			
<b>Site Ref</b>	<b>Site</b>	<b>Settlement</b>	<b>Capacity</b>
RF0435	Gauze St, 39	Paisley	4
RF0696	Kilbarchan Rd, Waterside Yard	Kilbarchan	4
RF0697	Oakshaw St West	Paisley	6
RF0698	Shuttle St, 11	Kilbarchan	4
RF0699	Whirlie Rd	Houston	4
RF0700A	Muirpark House	Renfrew	11
RF0618	South Ave, 14	Paisley	7
RF0715	Renfrew North-Ferry Vill/Millburn	Renfrew	200 (+400 in Cap Study)
RF0716	Allands Ave	Inchinnan	4
RF0718	Dimity St, 35, Drill Hall	Johnstone	8
RF0719	Church Hill/School Wynd	Paisley	7
RF0720	Church Hill, Middle Church	Paisley	10
RF0721	Shuttle St	Kilbarchan	4
RF0723	High St, Babcock Site	Renfrew	110
RF0724	Cherrywood Rd, Elderslie Hosp	Elderslie	34
RF0725A	Miller St	Johnstone	94
RF0726	Arkleston Rd	Paisley	50
RF0727	Gryffe Castle	Bridge of Weir	16
RF0729	Merksworth HS	Paisley	200
RF0731	Beith Rd, Quarrelton Nurseries	Johnstone	46
			<b>823</b>
<b>(B) Additional sites - Not included in the 2001 Housing Land Supply</b>			
<b>Post 2001 Planning permissions</b>			
RF0741	Barskiven Hill	Paisley	55
RF0742	George St	Paisley	48
RF0745	Erskine Park	Erskine	20
RF0746	New Sneddon St	Paisley	48
RF0747	Braehead Rd	Paisley	12
<b>Renfrew North</b>			
RF0715	Renfrew North-Ferry Vill/Millburn	Renfrew	295
RF0770	McFarlane, Kings Inch Rd	Renfrew	300
RF0769	Clyde Port/Meadowside	Renfrew	350
<b>SIP Areas</b>			
RF0771	Moorpark	Renfrew	150
RF0772	Shortroods	Paisley	240
			<b>1518</b>

Source: Renfrewshire Council, Department of Planning and Transport, 2001 Housing Land Supply Audit

6.30 The Local Plan identifies a number of mainly smaller housing opportunities, many of which are in Council ownership and some of which have previously been included in the Housing Land Supply. These are identified under Table H3 and are covered by Policy H3. They have been included within the Local Plan to establish their acceptability in principle and, prior to development, will require to be fully assessed, in the final event through the submission of planning applications. They are seen as providing a valuable source of smaller sites, some being particularly suited for special needs housing due to their location and specific site characteristics. Discussions have taken place with Communities Scotland to establish the requirement for the reservation of specific sites for housing association/special needs housing. It is expected that the need for such housing will be clarified through the assessment of local housing needs. It is also anticipated that further sites suitable for residential development will emerge from the Local Area Development Frameworks being prepared for the Social Inclusion Partnership areas.

**Table H3**

**Housing Opportunity Sites**

**N.B. Sites previously included in the Housing Land Supply are indicated (Included in HLS)**

TOWN	SITE	OWNER	SIZE(Ha)	COMMENT
<b>Council Owned Sites</b>				
Bishopton	Ingliston Drive	RC	1.64	
Bridge of Weir	St Machars Road	RC	0.09	
	Maxwell Place	RC	0.20	
Elderslie	Hillview Road (N)	RC	0.02	Suitable for Housing Association/Special Needs
	Hillview Road (S)	RC	0.06	Suitable for Housing Association/Special Needs
	Walker Drive	RC	0.07	Suitable for Housing Association/Special Needs
	Newton Terrace (Included in HLS)	RC	1.10	Suitable for Housing Association/Special Needs
Erskine	Rashielee Avenue (S)	RC	1.47	Only suitable for Social Housing/ Elderly/Special Needs housing
	Rashielee Avenue (N)	RC	1.49	Only suitable for Social Housing/Elderly/Special Needs housing
	St Annes Avenue	RC	0.44	Only suitable for Social Housing/ Elderly/Special Needs housing



Table H3 /cont'd

TOWN	SITE	OWNER	SIZE(Ha)	COMMENT
Howwood	Main Street (Included in HLS)	RC	0.15	
Johnstone	Craigston Road	RC	0.11	Suitable for Housing Association/Special Needs
	Burns Drive	RC	1.37	
Kilbarchan	Waterside Lane	RC	0.11	
	Rock Drive	RC	0.09	
Linwood	Brediland Road (E)	RC	0.22	Suitable for Housing Association/Special Needs
	Cairn Drive	RC	0.09	Suitable for Housing Association/Special Needs
	Shaw Place	RC (Included in HLS)	1.99	Suitable for Housing Association/Special Needs
Paisley	Cyril Street	RC	0.10	Suitable for Housing Association/Special Needs
	Queen Street (E) (Included in HLS)	RC	0.05	Suitable for Housing Association/Special Needs
	Mossneuk Drive	RC	0.10	
	Stoney Brae (Included in HLS)	RC/ Railtrack/ CofS	1.39	
	Glenburn Road (Included in HLS)	RC	2.11	
	North Candren A (Included in HLS)	RC	6.30	
<b>Total</b>	<b>Council owned sites</b>		<b>20.76</b>	
<b>Privately Owned Sites</b>				
Bridge of Weir	Bridge of Weir Leather Works	Bridge of Weir Leather Co	2.77	
Johnstone	Kilbarchan Road (S)	Smith & McLaurin	0.84	
	Kilbarchan Road (N)	Smith & McLaurin	0.83	
Lochwinnoch	Clyde Cooperage	Edrington Group	2.60	The site should be subject to a design brief to ensure that (a) its development is fully integrated with and reflects the form and character of the village; (b) it provides a variety of house types and sizes to reflect local requirements
Paisley	Camphill (N)	Shell	0.30	Subject to the provision of a satisfactory landscape buffer between the site and the adjoining chemicals factory.
	Hawkhead Road	CIBA	1.00	
<b>Total</b>	<b>Privately owned sites</b>		<b>8.34</b>	

**5) To encourage a range of residential development in and around town centres to complement and support measures to safeguard town centres and to encourage a mixed residential development.**

6.31 The regeneration and enhancement of the town centres is one of the priorities of the Council, and in this regard, the upper floors of the main town centres have been identified as a much under used resource. An opportunity exists to support and safeguard the vitality of the town centres by raising levels of activity through various measures, including the introduction of new housing units. This approach accords with national planning policy by supporting sustainable development and promoting the vitality of the existing town centres.

6.32 In order to encourage the revitalisation of village and secondary centres, the Council seeks to encourage mixed uses, including residential use, in and around the centres. It is however important to ensure that retailing remains the primary function of the village and secondary centres, although, with the increasing number of vacant retail premises particularly in the smaller centres, there is a need to encourage the reuse of redundant shopping frontages.

**6) To make provision for affordable housing.**

6.33 Affordable housing is defined in SPP 3 “as housing of a reasonable quality that is affordable to people on modest incomes. In some places the market can provide some or all of the affordable housing that is needed, but in other places it is necessary to make housing available at a cost below market value to meet an identified need”. The term encompasses:

- (a) social rented accommodation;
- (b) low cost housing for sale (including shared ownership, self-build or other subsidised or discounted housing for sale); and
- (c) some private sector rented provided at lower cost than market rents.

Scottish Planning Policy 3 - Planning for Housing points out that the need for affordable housing varies across the country and that the planning system can help to support a strategy to provide affordable housing by securing additional investment in affordable housing, as well as ensuring that sufficient land is available. The Development Plan should give clarity on the expected scale of provision and the locations in which it will be sought and the means of delivery should be indicated. Planning authorities should seek a mix of house types and tenures to encourage the creation of mixed communities taking account of any need for affordable housing. In determining applications planning authorities should give the appropriate weight to economic and social circumstances and consider innovative ways of meeting local affordable housing needs.

The Housing (Scotland) Act 2001 requires local authorities to undertake an assessment of housing needs and conditions in their areas and to produce a Local Housing Strategy covering a 5 year period. This should view the housing market as a whole, covering all tenures and including any need for affordable housing. The Local Housing Needs Assessment contained within the Council’s Local Housing Strategy (LHS) will identify any need for affordable housing and set out how the Council intends to address it.

POL H4

POL H5

POL H4, R3 (b)

POL H5, R10

POL H6

SPP3 Glossary

SPP 3 advises that where a housing needs assessment carried out as part of a Local Housing Strategy identifies a shortage of affordable housing, this is a material consideration in planning processes, which should be addressed as the opportunity arises through reviews of structure and local plans.

6.34 The Structure Plan notes that certain areas throughout the conurbation have a limited supply of affordable housing, particularly in the suburban and commuter based communities, with their higher cost property market. The Renfrewshire villages (taken to cover all settlements except Paisley, Renfrew and Johnstone) are identified as one such area, and the Structure Plan states that action to improve the range of choice in tenure and cost of housing, needs to be considered through the Local Plan.

6.35 The date for submission of Renfrewshire Council's Local Housing Strategy to the Scottish Ministers was March 2004. Any requirements for affordable housing arising from this will be addressed in accordance with National Planning Policy and in consultation with relevant parties through future reviews and alteration to the Local Plan. If the Council considers it to be necessary or expedient, it will prepare supplementary planning guidance on this matter pending the formal review of the Local Plan.

6.36 In accordance with the Structure Plan the Council will also seek to ensure that an appropriate range of choice in tenure and cost of housing is provided in the Renfrewshire Villages. Where deemed to be appropriate, the Council will require new private sector housing developments to provide a range of house types and sizes to satisfy any identified local needs.

#### **7) To secure good design in new housing developments.**

6.37 New housing development should make a positive contribution to the built environment, and should also be designed and laid out with energy efficiency in mind. The Council considers design to be a material consideration in determining planning applications. Attention to design and the visual impact of housing developments not only improves residential amenity, it can also have marketing and commercial benefits. The design of new developments should respect the siting, density, scale, massing proportions, materials, landscape setting, local design characteristics, the character of adjacent buildings and the surrounding area, and layout of surrounding streets. It should also ensure that appropriate access arrangements are made and that the design and layout gives full consideration to security. The Council's settlement strategy encourages the development of infill sites within settlements and the Council wishes to ensure that such infill development respects the scale, form and density of surrounding development and enhances the character and amenity of existing residential areas.

6.38 Housing developments should aim to provide environments where walking is an attractive option. The design and layout should aim to add to, and enhance, pedestrian links to the surrounding area, in particular to assist in the provision of safe routes to schools. Developments should avoid circuitous road layouts where easy, direct pedestrian routes do not exist, or are not obvious. Wherever possible, new layouts should be based on traditional street forms, with a mix of streets, squares etc. Larger developments should anticipate and provide for access by public transport.

POL H 7

SPP 3 paras 9-11

POL T1

6.39 Well thought out landscaping should form an integral part of the design of new housing developments. Landscape design should take account of existing landscape and ecological features and integrate these into the development proposals. New housing developments should incorporate open space to meet local needs in accordance with the Council's Guidelines for Open Space Provision.

6.40 The Council intends to prepare guidance for the design and layout of residential areas. This will be incorporated within the Local Plan during future review and update.

## POLICIES

### POLICY H1: General Residential Policy

a) The Council will safeguard and give prime consideration to the protection of the amenity of the residential areas in the assessment of development proposals in the Residential Policy Areas shown on the Proposals Map. Housing will be the preferred use for new development proposals.

b) The Council will seek to maintain and, where possible, enhance the character of all of the existing residential areas, by resisting any developments which will be detrimental to the amenity of these areas.

c) Non-residential proposals will only be permitted where the proposal will not have an unacceptable adverse effect on the amenity of the area in respect of visual quality, noise, smell, traffic, hours of operation, vibration, dust, overlooking and meets statutory air quality objectives.

### POLICY H2: Housing Land Supply

The Council will maintain a supply of effective housing land over at least a five-year period in accordance with the requirements of the Glasgow and the Clyde Valley Joint Structure Plan, giving preference to the development of urban brownfield sites before greenfield sites or sites within the Green Belt. The Housing Land Supply will be monitored annually and any requirements for future land release will be considered through future review and updates of the Local Plan.

### POLICY H3: Housing Opportunity Sites

The Council will support and encourage residential development on the Opportunity Sites included in Table H3, and shown on the Proposals Map.

### POLICY H4: Town Centre - Residential Developments

The Council will encourage new residential developments in the upper floors of the town centres of Paisley, Renfrew and Johnstone in accordance with the Retailing and Town Centre policies.

## TEXT REFERENCES

para 6.21

para 6.22-6.28

para 6.30

para 6.31

**POLICY H5: Secondary Centre Housing**

The Council will seek to retain existing residential developments and encourage new developments within the Secondary Centres. (See chapter on Retailing and Town Centres). The overriding aims are however, to retain the retail function and maintain retail frontages at ground floor level in the village and secondary centres. Proposals for residential use at ground floor level will only be permitted where:

- (a) the shop unit has been vacant for a period in excess of 12 months and actively marketed, and meets the terms of Policy R10; and
- (b) the amenity of the residential unit will not be adversely affected by the presence of the adjacent and nearby retailing units; and
- (c) the change to a residential use will not adversely affect the retail function of the centre.

**POLICY H6: Affordable Housing**

In accordance with National Planning Policy the Council will be guided by its Local Housing Strategy in making provision for affordable housing. The Council will ensure that there is an adequate supply of land for affordable housing within the Housing Land Supply. If the Local Housing Strategy identifies a shortfall of affordable housing within Renfrewshire, the Council will treat this as a material consideration in determining planning applications and will address the matter through future review and alteration of the Local Plan. In addition, where appropriate, the Council will require new residential developments to provide a range of house types and sizes to satisfy any identified local needs. Where necessary or expedient the Council will seek to secure appropriate provision of these measures through agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997.

para 6.32

para 6.33-6.36

”Scottish Executive  
Circular 12/1996:  
Planning Agreements”

para 6.37-6.40

**POLICY H7: Criteria for New Residential Development**

The Council will require new residential development proposals to meet the following criteria:

- (a) the density of the new housing proposals will require to be in keeping with the density of surrounding residential areas; higher densities will be appropriate in areas which have good access to a range of modes of transport.
- (b) the layout, built form, design and materials of all new residential developments will require to be of a high quality and be in accordance with the setting and character of the area.
- (c) the Council's open space and children's play area standards will require to be met.
- (d) existing landscape and ecological features will require to be retained where they make a positive contribution to the character of the area, and should be supplemented by new integrated landscaping and habitat proposals where considered necessary by the Council.
- (e) it should be demonstrated that adequate provision has been made for all services, including water, sewerage, power, communications and education.
- (f) surrounding land uses should not have an adverse effect on the proposed residential development in regard to visual quality, noise, smell, traffic, hours of operation, vibration, dust, overlooking and meeting statutory air quality objectives.
- (g) the proposal should not constitute backlands development. Development will only be permitted if it can be demonstrated that it is acceptable in regard to the pattern of development, outlook, overlooking of other properties, privacy of the existing and proposed properties, adequate garden ground for the existing and proposed properties, loss of mature trees and vehicular access, in accordance with approved guidelines.
- (h) the proposal should accord with Transport Policy T1, including item (x).

**POLICY H8: Alterations and Extensions to Existing Properties**

Alterations and extensions to existing properties should accord with Council approved guidance which currently comprises:

- Householder Guidance
- Guidelines on Residential and Nursing Homes for the Elderly
- Satellite Signal Receiving Dishes
- Guidance for Replacement of Windows in Domestic Properties

para 6.21

## 7. Retailing & Town Centres

### OVERVIEW

7.1 The town centres and village centres are the focus of community life and, as such, are of vital importance to the communities they serve. The existing network of centres throughout the Council's area serves the communities well and therefore one of the primary aims of the Council is to promote the health and vitality of these centres. The Local Plan policies are therefore set down to direct retail and other appropriate development, and to be consistent with the Structure Plan and relevant national planning guidance.

7.2 Accessibility by a variety of means of transport, especially public transport, cycling and walking is an important consideration in assessing retail development proposals and transport assessments and accessibility profiles will be important in achieving this aim.

7.3 The network of centres have different roles and functions depending on size and locations and the policies put forward recognise these differing roles and are structured accordingly. The centres are grouped and addressed as follows:

#### Strategic Town Centres

7.4 The town centres of Paisley, Johnstone, Renfrew and Erskine are the four main town centres serving the Council's area and are defined in the Structure Plan as part of a network of Town Centres to be safeguarded through the Structure Plan and Local Plans: this network of Town Centres forms one category of Strategic Development Locations where the Structure Plan decrees that priority will be given to investment. Paisley is by far the largest centre providing a wide range of shopping, office, civic, cultural and leisure facilities serving an extensive catchment area. While catering comprehensively for both convenience and comparison shopping, Paisley justifies its pre-eminence with the range of comparison shopping available, much of it provided within the two modern enclosed malls, the 'Piazza' and the 'Paisley Centre'.

7.5 The Council recognises the importance of Paisley Town Centre in economic and social terms and, together with its partners in the Paisley Vision Board, is giving the highest priority to measures to promote the viability and vitality of this centre.

7.6 The other three main centres of Johnstone, Renfrew and Erskine are each serving towns of significant size and provide for a good range of convenience and comparison shopping, together with many other commercial and leisure services important to these towns. The health of these centres is therefore of great significance to the Council which has set down policies in the Local Plan to promote and protect these centres.

#### Secondary Centres

7.7 Important in the network of centres are the secondary centres serving Linwood, the village communities of Bishopton, Bridge of Weir and Lochwinnoch and the district centres in Paisley of West End, East End and Neilston Road. These centres have more localised catchment areas and thereby provide a more restricted day to day range of goods and services. The change in shopping patterns and greater mobility of modern society is putting

paras 3.13-3.15  
POL T1(ix)

POLS R1 - R7  
SP POL 1 (a)  
SP Schedule 1(a)  
SP POL 6(c)

POLS R1 - R4

POLS R8 - R10

pressure on these centres, but the importance the Council gives to their prosperity is expressed in the policies set down to foster their future well-being.

### **Neighbourhood Shops**

7.8 The most localised centres in the network are the neighbourhood groups of shops found in residential areas throughout the Council's area. Providing for day to day needs of the immediate walk-in catchment areas, these centres are supported by the Council through the Local Plan, but in many cases these are also suffering from the change in shopping patterns and greater mobility mentioned above.

POLS R11, R12

### **Out of Centre Retailing**

7.9. In addition to the recognised network of centres discussed above there are significant retail developments at out-of-centre locations. Any proposals for new or expanded facilities at out-of-centre locations would not accord with the Structure Plan's Metropolitan Development Strategy, and the Local Plan policy framework has been structured accordingly. Retail warehouse parks are located in Paisley, Renfrew and Braehead, and major out-of-centre retail stores have become established in Paisley and Renfrew over recent years. The Council considers that there are sufficient of these parks to provide the service required and that further expansion would not be justified without damaging the established centres.

POLS R13-R15

### **Braehead Regional Shopping Centre and Leisure Centre**

7.10. The facilities at the Braehead Centre comprise a shopping mall and leisure facilities. The Centre is not currently included in the Structure Plan's Network of Town Centres. Accordingly, while the non-retail development on Renfrew Riverside will be encouraged, the role and function of the regional shopping centre will be monitored by the Structure Plan Joint Committee.

POL R16

## **WHAT WE WANT TO ACHIEVE**

### **7.11 Objectives**

**1) To safeguard and support the main town centres, the secondary centres, and the neighbourhood centres; to recognise the existing out-of-centre facilities; and to maintain the regional centre at Braehead.**

**2) To provide a comprehensive policy framework against which retail and other town centre proposals can be assessed.**

**3) To create and safeguard a high quality environment in the various centres.**

**1) To safeguard and support the main town centres, the secondary centres, and the neighbourhood centres; to recognise the existing out-of-centre facilities; and to maintain the regional centre at Braehead.**

7.12 Clear guidance is provided through national planning guidance and the Structure Plan as to the importance of safeguarding and enhancing the roles of the existing town, village and other centres. This is one of the fundamental aims of the Local Plan, as identified in STRATEGY POLICY 2. This is the linchpin for the Local Plan's approach to town and village centres and those other areas in Paisley which perform a role as a centre, in terms of providing for retailing and other associated uses.

SP Pol 1 (a)



7.13 Also, where centres are suffering difficulties brought about by high vacancy rates, traffic management problems, poor quality physical fabric, or any combinations of these issues, the Council will actively support schemes aimed at the improvement and regeneration of these areas. It will also give consideration to the promotion of regenerative initiatives involving partner organisations where appropriate, such as has taken place in Paisley Town Centre over recent years.

7.14 The Council's aims are reflected in the Structure Plan and national planning guidance which focus on the need to guide new retail development to Town Centres rather than 'Out of Centre' locations, and which direct the Local Plan to give priority to the renewal and enhancement of town centres, and to include policies which will ensure the long-term viability and vitality of these centres. Paisley is identified as a Town Centre Renewal Priority and also as a Strategic Business Centre, and together with Johnstone Town Centre, Renfrew Town Centre and Erskine Town Centre has been identified in the Network of Town Centres to be safeguarded in Structure and Local Plans.

7.15 For the Structure Plan 2000 a capacity assessment of retail provision was undertaken, projected to the year 2006: no strategic requirement for additional floorspace was identified for Renfrewshire. An opportunity for additional comparison floorspace which would improve the viability and vitality of Paisley Town Centre has been recognised in the Structure Plan 2000.

7.16 Policies have been devised in the Local Plan which set the framework for directing major town centre developments to the existing centres defined in the Structure Plan's Network of Town Centres; identifying what the appropriate uses are; and identifying opportunities for expansion of the town centre areas. Boundaries for the four main town centres are defined on the Proposals Map. These boundaries reflect a range of retail, commercial and community uses.

### **Town Centre Uses**

7.17 NPPG 8 states that "town centres provide a broad range of facilities and services and fulfil a function as a focus for both the community and public transport." Offices, health care, higher education and tourism facilities are key town centre uses alongside retail, entertainment and leisure developments. The guideline emphasises that town centres should retain retailing as their core function and that planning policies should seek to sustain and enhance the role of town centres. The Structure Plan also identifies the town centres as "preferred locations" for retailing and other community use. The Local Plan policy aims to meet these goals by defining those uses appropriate to the street frontages of the main town centres (Schedule R(a)), subject to assessment against a range of criteria set out in Table R1.

7.18 It is important to bring the upper floors in town centres into active use to secure the vitality of the centres, and a range of uses, including residential and business use, can be considered, where they would not interfere with the centre's functioning as a shopping centre. Schedules R(a) and R(b) define those uses appropriate for such upper floor premises.

### **Sequential Approach**

7.19 A key mechanism to ensure that town centre uses are located within town and village

SP Pol 5  
SP Schedule 5(a)

SP Pol 1 (a)  
SP Schedule 1(a)

SP paras 11.43-48  
SP Schedule 6 c(iv)

POL R1- R5

POL R1, POL R3(a)  
NPPG 8, para. 9  
NPPG 8, paras. 38, 76

SP Pol 6(c)

POL R3(b)

NPPG 8, paras. 12, 38, 76, 77

SP Schedule 6(c)(ii)

POL R4

centres is the sequential approach, which is set out in NPPG 8. The sequential approach requires that such uses should be located in town centres as a first preference; ‘Edge of Centre’ locations as a second choice; and ‘Out of Centre’ locations as a third choice, and then only where good public transport facilities can be provided.

7.20 The criteria for application of the sequential approach are set out in the Structure Plan. As the test of the sequential approach specifies, it is important that opportunity sites for development / redevelopment within the existing town centres are seen as the first priority, to support the vitality and viability of these town centres. Thereafter, it is appropriate to indicate preferred areas on the edge of the town centres where expansion of town centre uses beyond the current town centre boundaries into these areas would meet wider town centre regeneration objectives. The Council will consider using its compulsory purchase powers to assist in site assembly towards achieving viable development opportunity sites in town centres.

## Strategic Centres

### Paisley Town Centre

7.21 Paisley Town Centre is the main hub of shopping activity in Renfrewshire. The opening of the Braehead Shopping Centre, and the recent development of the IKEA store clearly provides a challenge to the health and viability of existing centres in Renfrewshire. The former Renfrew District Council, in conjunction with the former Renfrewshire Enterprise, commissioned the Paisley Town Centre Retail Development Study which was prepared by Hillier Parker, published in 1994 and updated in 1997. The Study highlighted the potential impact of the Braehead Centre on the existing town centres, particularly Paisley and Renfrew, and identified the need to consolidate and improve the existing town centres to make them more attractive to shoppers.

7.22 The Council takes a lead role in partnership arrangements for the Town Centre and has invested and continues to invest considerable resources into the pedestrianisation and regeneration of the Town Centre to create a high quality environment for pedestrians, shoppers, visitors and other town centre users. The improvements to the town centre are directed towards improving the local economy, and revitalising and improving safety in the town centre. The design of the High Street as a First Phase of the proposals and the following phases covering County Square, Gilmour Street, Gauze Street and St Mirren Brae take into account the requirements of the mobility-impaired and visually-impaired to create a safer and more accessible pedestrian environment.

7.23 The Council and partner organisations Scottish Enterprise Renfrewshire; Communities Scotland (formerly Scottish Homes); Paisley and District Chamber of Commerce; and the University of Paisley have formed the Paisley Vision Board to tackle the regeneration of Paisley Town Centre, and to deliver a wide range of projects to assist in that regeneration.

7.24 **The town centre improvements** and the introduction of the Traffic Regulation Order to restrict access and servicing times have created improved public spaces and pedestrian safety. The use of high quality surfacing materials and street furniture contributes significantly to the visual attractiveness of the centre and adjacent areas.

7.25 **The Townscape Heritage Initiative**, aimed at promoting and assisting with the

development of gap sites, improvements of frontages and upper floors, is being pursued: the Initiative relates to Listed Buildings and important sites in Conservation Areas.

7.26 A report on **Managing the Public Realm** was approved by the Council in March 2000, covering such items as Street Trading; Street Markets; Advertising; Street Entertainment and Outdoor Facilities. In the latter category the Council established its support for outdoor activities such as bars, restaurants and cafes subject to matters of safety and amenity

7.27 **University Quarter:** A study is progressing to investigate the potential within the Town Centre for uses which might be utilised by both the University and the wider community, to integrate the University within the Town Centre.

7.28 **Key Sites:** A Report identifying Key Sites to be promoted for development and investment was produced in 2000 to help the Partners in the Vision Board prioritise development opportunities in Paisley Town Centre. A number of these sites have already been developed or are committed for development.

7.29 The Local Plan policy approach is intended to underpin the various initiatives in Paisley Town Centre and assist in consolidating and improving the centre.

7.30 **Paisley Core Area:** The Local Plan has defined a core area for Paisley Town Centre, similar to that defined in the Renfrew District Local Plan, where the importance is recognised of safeguarding shopping frontages primarily for Class 1 retail use. However, the issue of shop vacancies and the changing opportunities created by the pedestrianisation and improvement works in the Town Centre requires to be considered.

7.31 In the core shopping area of Paisley it is recognised that cafes, restaurants etc. can add to the attraction of Paisley as a shopping centre and this reflects the Council's recent commitments in this respect contained in the Council's approved report 'Paisley Town Centre: Managing the Public Realm'. Policy for the core area of High Street/Paisley Centre/Moss Street/Piazza reflects this approach.

7.32 **Areas Adjacent to Paisley Town Centre:** As in similar large towns and cities, the areas adjacent to Paisley Town Centre are characterised by a mix of uses: residential, retail, business and other uses. It is appropriate to apply a flexible policy approach, the main aim of which is to support the vitality of these areas by securing the active re-use of land and property, subject, of course to safeguards in respect of the amenity and functioning of residential and retail premises. As with the upper floors in the Town Centre, a wider range of uses is acceptable in these areas adjacent to the Town Centre, to support their vitality.

7.33 Also adjacent to Paisley Town Centre, there are two areas where a concentration of land uses of a civic, cultural or religious nature has evolved. It is appropriate to safeguard the particular amenity and townscape of those areas and to resist intrusion of inappropriate uses. Civic and cultural uses, as included in Class 10 of the Use Classes Order, eg. museums; libraries; public halls, etc., are considered most appropriate to maintain the character of these areas.

7.34 **Development Opportunity Areas:** The potential for redevelopment or intensification of use of an area at Lawn Street/ Smithhills Street, Paisley should be specifically

POL R5

POL R6

POL R7

SP Schedule 6(c)(iv)

considered. The Structure Plan identifies an opportunity specifically for comparison shopping floorspace for Paisley Town Centre, to improve its vitality and viability.

### **Johnstone Town Centre**

7.35 The Centre is based around Houstoun Square and High Street. A particular issue is the presence of through traffic en route to and from the Johnstone By-Pass.

7.36 Extensive improvement works have been carried out in recent years to Houstoun Square and Ludovic Square and a Town Centre Action Plan is proposed to promote improved traffic management and enhancement of the Town Centre.

7.37 Johnstone Barbush, as an edge-of-centre site, has planning consent for a range of retail and other town centre uses based on a major foodstore, and it is anticipated that this development will be implemented during the Plan period. The site is well-placed at the edge of the centre to enhance the attractiveness of Johnstone Town Centre as a shopping location and the potential exists to enhance pedestrian links to incorporate the site as an expansion to the Town Centre. The development will bring back into active use important vacant Listed Buildings and vacant and derelict land.

### **Renfrew Town Centre**

7.38 The linkages to the Town Centre from the potential development areas within the Renfrew North Study area and the traffic and other implications of the Braehead Shopping Centre for Renfrew Town Centre, have set the framework for the preparation of a Town Centre Action Plan.

**The Action Plan** will include consideration of:-

- measures to deal with existing traffic problems;
- the impact of the Braehead centre on Renfrew Town Centre;
- the potential effect of new development on traffic and traffic management in the Town Centre; and
- the potential for streetscape improvements.

### **Erskine Town Centre**

7.39 The existing Town Centre has been developed in an L-shaped formation in the southern part of the area defined on the Proposals Map.

7.40 The Council has approved a strategy for the development of a variety of community and other uses appropriate to a Town Centre location for the area to the north of the existing Town Centre, and progress is being made towards implementing these various developments.

7.41 Outline planning consent was granted in April, 2002 for a new store at Erskine Town Centre which will result in a substantial increase in the retail floorspace at the Town Centre. The Council wishes to ensure that Erskine Town Centre continues to provide a full range of town centre facilities in keeping with the developing demands and requirements of the community. It is therefore proposed to undertake a study of the potential of and requirement for the expansion of the Town Centre, including retailing and other town centre uses. The study will also investigate the availability of land within the existing

POL R4

POL R4

Town Centre and the potential role of land immediately east of Kilpatrick Drive which is indicated on the Proposals Map.

## Secondary Centres

POL R8-R10

7.42 The secondary centres perform an important role as a focus for the surrounding communities, and it is important to support these centres by directing facilities to meet local needs to the secondary centres. Whilst the emphasis in these centres remains the shopping function, it is clear that many of these centres have ground floor frontages where other uses, such as housing and business uses, are currently found and these will continue to be appropriate where they are not considered to be detrimental to the vitality of the centre.

7.43 It is important to recognise that in respect of those centres suffering high vacancy rates over a relatively long period of time, the aim is to bring these premises back into a productive use, and that a shop use may no longer be viable at that particular location.

7.44 **Linwood:** Linwood Centre at present suffers both physical and functional difficulties. Investigations are currently proceeding to consider options for regenerating the centre, to maintain and enhance its role in providing facilities to meet local needs.

7.45 **Bridge of Weir:** The Centre has been defined to incorporate the retailing and community facilities lying along the north side of Main Street, including the mall area of Livery Walk. The physical form of the village results in facilities being dispersed along this frontage, interspersed with other uses such as residential.

7.46 **Lochwinnoch:** The Centre is focused around The Cross, stretching along High Street, Main Street, Calder Street and Church Street. Again, the Centre does not provide a continuous street frontage of town centre uses, residential properties also being present at ground floor level within the defined area.

7.47 **Bishopton:** The Centre has been defined as the area around the Village Hall, at the junction of Old Greenock Rd and Greenock Rd. Shopping and community facilities are dispersed to a number of locations, making it more difficult to define a centre as such. It is considered that the area chosen represents the primary area of focus for local facilities.

7.48 **Paisley West End:** The Centre is focused on the junction of Wellmeadow Street; Well Street; and Broomlands Street. It provides largely for the convenience shopping needs of the local area. However, in recent years, there has been an increasing tendency for retail premises to close and remain vacant, creating a poor quality environment. It is essential that sufficient scope is included in policy to allow for a variety of uses in those premises.

7.49 **Paisley East End:** The East End secondary centre straddles Glasgow Road to the east of Paisley Grammar School. It also serves primarily a local catchment area, but does not currently suffer from a high rate of vacant premises.

7.50 **Paisley Neilston Rd. :** The centre straddles Neilston Road, between Stock Street and Rowan Street, and, again, is not currently affected by high vacancy rates.

## Neighbourhood Shopping Facilities

7.51 The provision of shopping facilities to meet local needs is important for the well-being of local neighbourhoods and such facilities will be encouraged. It is equally important to guard against development proposals which would much better meet the needs of a wider community by being located in either town or secondary centres; and also to recognise that, over time, some premises can no longer support a shopping use and other uses can be considered, subject to safeguards.

7.52 There has been a trend in recent times for petrol filling stations to incorporate retail facilities selling an increasing range of items. In terms of planning policy, it is considered that such facilities should be assessed on the same basis as other neighbourhood retail facilities, outwith defined town and secondary centres.

## Out of Centre / Edge of Centre Retailing

7.53 Another important element of the policy strategy is to provide policy guidance for major 'Out of Centre' and 'Edge of Centre' developments.

7.54 There are in existence a variety of major retail facilities which lie outwith the defined centres.

- The Braehead Regional Shopping and Leisure Centre;
- The retail warehouse parks at:  
Phoenix; Blythswood; Abbotsinch; and Braehead;
- The major retail stores at:  
Neilston Road, Paisley; Newmains Road, Renfrew; Phoenix, Linwood, all come into the category of 'Out of Centre' retailing, as defined in the Structure Plan.

7.55 The Council recognises the important role which these existing facilities play. However, the Council's policy framework is aimed at supporting and safeguarding the viability and vitality of the existing town centres, in accordance with the policy principles of the Structure Plan. All proposals for town centre uses, as defined in Schedule R(a), will be subject to assessment against the criteria in Table R1.

7.56 With regard to the Phoenix Centre, an outline planning application for the Phoenix area was approved in 1996 and included in the consent was a Master Plan setting out the uses proposed for the area. Subsequently, a number of detailed planning consents have been granted for commercial leisure uses; car sales premises; and hot food establishments, in addition to the major retail store and the retail park. Local Plan strategy is to reflect the types of uses included in the Master Plan.

7.57 The superstore at Anchor Mills comes into the category of 'Edge of Centre'. This development was assessed as having met the criteria set in the sequential approach as an 'Edge of Centre' development.

POLS R11-R12

POL R16

POL R13

POL R14

POL R15

POL R14

7.58 Government guidance on warehouse clubs, as expressed in NPPG8, recognises that these outlets often share many of the characteristics of very large retail outlets, in which case they should be considered subject to the requirements of para 45 of NPPG 8. For the purposes of the Local Plan, where proposals are deemed to have the characteristics of a retail use, they will be considered against the appropriate Structure Plan policies for significant retail developments (SP policies 9 & 10), and against Local Plan Policies R1 and R2. Where the proposal is deemed not to be retail, it will be considered as a 'sui generis' use and will be assessed on its merits against the Local Plan policies applicable in the area of the proposed development.

**2) To provide a comprehensive policy framework against which retail and other town centre proposals can be assessed.**

7.59 The full range of Retail and Town Centre policies of the Local Plan is aimed at meeting this objective by providing a structured approach to assessing all retail and other town centre proposals, with the overriding aim of supporting and enhancing the role of the town centres and secondary centres. The policy framework fits within the policy approach set out in the Structure Plan.

7.60 The Local Plan retailing and town centre policies are structured in order to:-

- define what the Local Plan means by 'town centre uses' and direct these to the strategic and secondary centres;
- define acceptable uses in the strategic and secondary centres;
- require all applications for town centre uses to be assessed against a set of criteria, ie POLICY R1, Table R1;
- stipulate that, over and above that assessment, major retail developments require to be assessed against criteria set out in the Structure Plan, ie. Schedule 6(c) (i) and POLICY 9 and 10;
- identify potential expansion areas for the strategic town centres;
- address the particular circumstances pertaining to the core and to certain fringe areas of Paisley Town Centre;

The foregoing have been explained under Objective 1, paras 7.12 - 7.58.

7.61 In assessing proposals for retail developments in and around town centres, regard will be taken of the scale and appropriateness of the proposal in relation to the centre concerned, and to the likely effects on the vitality and viability of other centres.

**3) To create and safeguard a high quality environment in the various centres.**

7.62 Considerable expenditure in recent years has been invested in schemes to upgrade the quality of environment in Paisley and Johnstone Town Centres, and the Local Plan has identified sites for possible new retail development in or adjacent to these upgraded centres. There is a Council commitment to pursuing the upgrading of Linwood Town Centre, and a study is currently underway to identify means of improving Renfrew Town Centre.



POL R17

POL R18  
NPPG para 83

## TEXT REFERENCES

para 7.4, 7.17, 7.18

para 7.4-7.6, 7.12-7.29,  
7.35-7.41**Design**

7.63 High quality design is important to safeguard the built heritage within the various centres and to enhance the attractiveness of these locations as viable centres. The Council has approved guidance relating to :-

1. Shop Front Design;
2. Shop Roller Shutters;
3. Shop Signage; and

this supplementary guidance will be applied in support of Local Plan policy, when considering development proposals.

**Hot Food; Public Houses, Licenced Clubs**

7.64 National Planning Policy Guideline on Town Centres and Retailing (NPPG8) supports the view that it is appropriate for hot food outlets & pubs to be located in existing shopping or commercial areas. However, these types of premises raise particular environmental issues, such as litter, noise and late opening hours. Special consideration needs to be taken of the impact of such uses on the amenity and quality of the environment of the surrounding area, and particularly on residential property, especially in tenemental areas in terms of noise and disturbance, and also on listed buildings and conservation areas. The Council approved a policy on hot food premises in March 1998, and this has been adapted and incorporated into the Local Plan.

**POLICIES****POLICY R1: Town Centre Uses**

The Council will direct proposals for Town Centre uses, i.e. those defined in Schedule R (a), to the Strategic and Secondary Centres as defined in the Proposals Map, except for those required to meet a local neighbourhood demand. All development proposals for Schedule R (a) uses throughout the Plan area will be considered against the criteria in Table R1.

**STRATEGIC TOWN CENTRES****Paisley; Johnstone; Renfrew; Erskine Town Centres:-****POLICY R2: Direction of Major Retail Developments to Strategic Town Centres**

The Council will direct significant shopping developments of over 2,000 sq.m. gross 'comparison' floorspace, and over 1,000 sq.m. gross 'convenience' floorspace, to the Strategic Town Centres of Paisley, Johnstone, Renfrew, and Erskine, to support the vitality and viability of those Town Centres. Such proposals will be subject to assessment against relevant Structure Plan policies.



**POLICY R3(a): Acceptable Ground Floor Uses in Strategic Town Centres**

The Council will accept in principle, proposed developments in the Use Classes defined in Schedule R(a) and in Use Class 7 (Hotels and Hostels) at ground floor level within the strategic Town Centres of Paisley, Johnstone, Renfrew and Erskine, subject to the proposals satisfying the criteria listed in Table R1, and subject to the provisions of Paisley Core Policy R5.

paras 7.4, 7.6,  
7.12-7.17, 7.30-7.31

**POLICY R3(b): Acceptable Upper Floor Uses in Strategic Town Centres**

The Council will accept in principle, proposed developments in the Use Classes listed in Schedules R(a) and R(b) at upper floor levels in the Strategic Town Centres, subject to their meeting the criteria in Table R1.

paras 7.4, 7.6, 7.12-7.18

**POLICY R4: Potential Town Centre ‘Expansion’ Areas**

Where, on the basis of an established requirement for additional retail floorspace and after the application of the sequential approach, it is proposed to develop land for Town Centre uses beyond the defined Town Centre boundaries, the Council will give preference to sites within those areas immediately adjacent to the Town Centres identified on the Proposals Map, subject to their meeting the criteria in Table R1 and the provisions specified as follows:-

paras 7.19-7.20

(i) **Johnstone - Barbush.** Any development should support the vitality and the viability of the Town Centre, and new development proposals in the categories listed in Schedules R(a) & R(b) will be considered acceptable in principle.

para 7.35

(ii) **Erskine Town Centre.** A Study is to be carried out regarding the capacity for expansion of Erskine Town Centre to determine the precise extent and location of any additional land required for new development.

para 7.39-7.41

**POLICY R5: Paisley ‘Core’ Policy**

In respect of frontages at street level and pedestrian mall level within the area defined on the Proposals Map as the Paisley Core Policy Area, uses will be restricted primarily to Classes 1 (Retail) and 3 (Food and Drink), as defined in the Town & Country Planning (Scotland) (Use Classes Order) 1997 with up to a maximum of 20% of the frontage length being permitted for uses other than Classes 1 and 3. Shop frontage lengths will be defined as follows:

paras 7.4-7.5, 7.17,  
7.21-7.31

- doorways leading only to upper floors will be excluded from all calculations
- only that part of the shop frontage which faces the core street will be included in the calculations. Those shop frontages which extend around a corner will be measured to the mid point of the corner
- individual shop fronts will be measured to the mid point of the pilaster adjoining the property
- the entrance to the Paisley Centre will be excluded from all calculations.

## AREAS ADJACENT TO PAISLEY TOWN CENTRE

### POLICY R6: Change of Use in Paisley Town Centre Fringe Areas

The Council will support applications for change of use in those areas identified on the Proposals Map adjacent to Paisley Town Centre, where it is proposed to bring former commercial properties, including retail, into active re-use. In particular, the change of use to residential use will be considered acceptable in principle. New development proposals in the categories listed in Schedules R(a) and R(b) will be acceptable in principle. All retail and key Town Centre uses will be subject to assessment against the sequential approach.

Planning consent will only be given where:-

There is no unacceptable impact on the amenity of residential property;

There is no unacceptable impact on the amenity of the adjacent Town Centre shopping area.

para 7.32

### POLICY R7: Paisley Abbey and Paisley Library and Museum

The Council will seek to safeguard and enhance the distinctive townscape created by the mix of civic and cultural land uses in the two areas of central Paisley based around the Abbey and Paisley Library & Museum and shown on the Proposals Map. Uses of a civic or cultural nature are considered appropriate in principle

para 7.33

## SECONDARY CENTRES

**Linwood; Bishopton; Bridge of Weir; Lochwinnoch; Paisley West End; Paisley East End; Neilston Rd Centre**

### POLICY R8: Secondary Centres

The Council will direct proposals for shopping and other Town Centre uses to meet localised needs to the secondary centres identified on the Proposals Map.

paras 7.7, 7.12, 7.17  
7.42, 7.43

### POLICY R9: Regeneration of Secondary Centres

The Council will support proposals which will regenerate those centres experiencing problems of decline. The Council will assess the potential for pursuing regenerative initiatives and will use, where appropriate, its compulsory purchase powers to help secure the regeneration of the area.

paras 7.13, 7.43

### POLICY R10: Acceptable Uses in Secondary Centres

The Council will accept development proposals for Town Centre uses as defined in Schedule A as appropriate uses at ground floor level within the secondary centres. Class 9 Houses; Residential Flats; and Class 4 Business are also acceptable where they do not prejudice the functioning of existing Schedule A uses. All proposals will be considered against the criteria in Table R1.

paras 7.7, 7.12,  
7.17, 7.42, 7.43

## NEIGHBOURHOOD SHOPPING

### POLICY R11: Meeting Local Neighbourhood Demand

The Council will accept retail development outwith the defined Town and Secondary centres only where it meets a local neighbourhood demand and subject to meeting the criteria listed in Table R1. For the purposes of assessing local supply and demand, the catchment will be defined by the area from which the site is easily accessible on foot.

This policy cover extends to retailing associated with petrol filling stations.

para 7.8, 7.51, 7.52

### POLICY R12: Change of Use of Local Shops

The Council will only permit change of use from existing local shopping uses where it has been demonstrated that demand no longer exists and the premises have remained unoccupied, and actively marketed, for a period in excess of 12 months. The proposed change of use should not prejudice any existing commercial operation.

paras 7.8, 7.51, 7.52

## ‘OUT OF CENTRE’ & ‘EDGE OF CENTRE’ RETAILING

### POLICY R13: Retail Warehouse Parks

The Council allocates land at Blythswood, Abbotsinch, Phoenix and Braehead, shown on the Proposals Map, for retail warehouse parks. There will be a presumption against proposals for additional floorspace beyond the level specified in current consents for these areas, and any proposals for new retail warehousing at other locations will not be in accordance with the Local Plan strategy.

paras 7.9, 7.19, 7.53-7.55

### POLICY R14: Major ‘Out of Centre’/‘Edge of Centre’ Retail Stores

The Council allocates the sites of the existing major retail stores at Neilston Road, Paisley; Newmains Road, Renfrew; the Phoenix, Linwood and Anchor Mills, Paisley, all shown on the Proposals Map, for retailing purposes. There will be a presumption against proposals for expansion of retail use at these locations which would not be in accordance with the Local Plan strategy.

paras 7.9, 7.19, 7.53-7.55, 7.57

### POLICY R15: Land Uses at Phoenix

The Council allocates an area of the Phoenix Centre indicated on the Proposals Map for uses in the categories of Leisure, Business, Hotel and Car Showrooms.

para 7.56

### POLICY R16: Braehead Regional Shopping and Leisure Centre

The Council allocates the area of the Braehead shopping mall and indoor sports area, with associated parking, for uses in the categories specified in current planning consents. Proposals for additional development in the specified categories will be supported where they satisfy the provisions of Structure Plan policy, and the criteria in Table R1.

paras 7.10, 7.19, 7.53-7.55

## QUALITY OF TOWN CENTRES

### POLICY R17: Design in Town & Secondary Centres

The Council will require a high standard of design in new developments and redevelopment schemes in Town and Secondary centres, and particular consideration will be given to the compatibility of the design with the building and street within which the development is to take place, in terms of form, scale and materials.

para 7.22-7.29, 7.62, 7.63

### POLICY R18: Hot Food; Public Houses; Licensed Clubs

The Council will direct proposals for Class 3 uses or the use for the sale of hot food for consumption off the premises as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997; public houses not forming an integral part of a hotel or other premises which are acceptable uses outwith the town and secondary centres; and other premises licensed for the sale and consumption of drink on the premises, to Town Centre and Secondary Centres as defined in POLS R1 and R8. Proposals outwith these defined areas will not be in accordance with the Local Plan. All proposals will be judged against the following criteria:-

para 7.64

- (a) The proposal must not result in an over-concentration of hot food uses to the detriment of the amenity of the area;
- (b) Traffic, parking and pedestrian safety must not be prejudiced;
- (c) There must be no unacceptable impact on the residential amenity, in terms of noise, disturbance and cooking odours, fumes or vapours;
- (d) The applicant must demonstrate full control to install a flue extraction system, if required;
- (e) The design of the flue must be visually acceptable.

**Table R1**

Criteria against which proposals for Town Centres uses will be assessed:

1. the sequential approach to choice of site location.
2. whether the proposal can be supported by a catchment population;
3. the likely impact on the vitality and viability of the Strategic or Secondary Centre;
4. how the proposed development accords with the aim of achieving sustainable transport, in terms of the availability and frequency of public transport services, and pedestrian and cycle access;
5. the provision of adequate arrangements for traffic circulation, access and parking;
6. likely impact on the amenity of adjacent and nearby property;
7. consideration of the standard of design, in terms of the built form, scale, materials, and colour, and its impact on the townscape quality;
8. any other likely environmental effects of the proposed development;
9. implications for provision of infrastructure.

**SCHEDULE R (a)**

Acceptable ground floor uses in strategic town centres:

Class 1. Shops, plus:-

Class 2. Financial, professional and other services

Class 3. Food and drink

Class 10. Non-residential institutions

Class 11. Assembly and leisure (except for 'other areas for ..... outdoor sports..')

**SCHEDULE R (b)**

Acceptable upper floor uses in strategic town centres, additional to those uses listed in Schedule R(a):

Class 4. Business

Class 7. Hotels

Residential Flats



# 8 Community Facilities and Infrastructure

## OVERVIEW

8.1 Social, community, health and educational facilities are important elements in the development and wellbeing of all communities. The provision of facilities, such as hospitals, health centres, schools, further educational establishments, community care facilities, libraries, community centres, museums and cemeteries, is made through a variety of sources, including the Council and other public and private bodies. The Renfrewshire area is well served by a wide range of such community facilities, and they are considered by the Council to be a very valuable resource. Their location is of particular importance, as it is essential that they are accessible to as many people as possible, whether it is by walking, cycling or public transport.

8.2 In particular, the Council considers that schools and other educational establishments are important to local communities because they perform more than just an educational role. Many are used for a wide variety of community activities, and have become a focal point for local residents and interest groups.

8.3 There is no specific guidance in the form of National Planning Policy Guidance (NPPGs/SPPs), Planning Advice Notes (PANs) or Circulars in regard to the provision of social, community, health or education facilities, nor does the Structure Plan contain any policy specific to community facilities.

8.4 Existing nursery, primary and secondary schools are not specifically identified on the Proposals Map. It is considered that their use is generally compatible with the surrounding policy area which, in the majority of cases, is a residential one. Should any community facility or school property become surplus to requirements, development in accordance with the surrounding policy area would be considered appropriate. Where considered relevant, a development brief will be prepared to guide future use of any site which is surplus to the Council's requirements. It should be noted that school playing fields are identified on the Proposals Map, and protected from alternative uses through the relevant Open Space and Recreation policies.

8.5 In June 2000, the Education and Leisure Committee of the Council decided that Merksworth High School and St Mirin's High School in Paisley should close. St. Mirin's High School has subsequently been demolished and Merksworth High School closed in June 2002. The Council proposes to dispose of these sites for housing development. In October 2000, the Committee also agreed to undertake a feasibility study on a strategy for the improvement of the infrastructure of the schools within Renfrewshire, through a Public Private Partnership (PPP). An outline Business Case was submitted for approval to the Scottish Executive in December 2001. The project involves further rationalisation proposals which have all been the subject of public consultation since August 2001. The

POL L1

PPP project is expected to result in the construction of new schools and the release of existing school sites for redevelopment. The implications of the decision on the PPP will require to be taken into account in the review and update of the Local Plan.

8.6 In regard to further and tertiary education, there are two establishments in the Renfrewshire Council area - the University of Paisley and Reid Kerr College, both of which are located in central Paisley. The University also has a student village at Thornly Park on the southern outskirts of Paisley, which is located in the Green Belt.

### **Infrastructure and Developer Contributions**

8.7 The Structure Plan states that costs arising from a development should be borne by those who benefit from the proposals. Accordingly the Local Plan requires that appropriate provision be made by the developer for the infrastructure or facilities to make the development acceptable.

SP table 3  
SP Pol 9c (i and v)  
POL Inf 1

## **WHAT WE WANT TO ACHIEVE**

### **8.8 Objectives**

**1) To reflect the proposals and future land use requirements of the Council and other public bodies by reservation of suitable sites for community facilities.**

**2) To secure appropriate developer contributions.**

**1) To reflect the proposals and future land use requirements of the Council and other public bodies by reservation of suitable sites for community facilities.**

8.9 It is important to ensure that the land required for the University of Paisley and Reid Kerr College is reserved and protected. Paisley University's Strategic Estates Plan (1999-2005) does not however indicate any further expansion plans for the Paisley campus, and it also acknowledges that any land disposal for commercial development at Thornly Park is unlikely to succeed, because of its location in the Green Belt.

POL Ed1

8.10 St Mirin's High School has now closed and its pupils and associated primary schools have transferred to St Andrew's Academy. Land adjacent to the latter school is therefore required to facilitate expanded educational facilities.

PROP Ed1

8.11 It is important that the development needs of the major further and tertiary education establishments of the University and Reid Kerr College are recognised and accommodated in Local Plan policy.

**2) To secure appropriate developer contributions.**

8.12 National Planning policy advises that planning agreements under Section 75 of the Town and Country (Scotland) Act 1997 can play a limited but useful role in the development control process. They should only be sought where they are required to make a proposal acceptable in land use planning terms. They should be reasonable and must be directly related, and related in nature, scale and kind, to the development being proposed. The Structure Plan includes an undertaking to take a more proactive approach to the

Scottish Executive  
Circular 12/1996 Planning  
Agreements).



## REFERENCES

SP para 8.8,  
SP Table 3  
SP Pol 9c

SP para 9.5(iii)(d)

implementation of policies through planning agreements with developers in accord with SODD Circular 12/1996. It states that the extent to which costs arising from a development are borne by the developer will be material to the acceptability of a proposal. Structure Plan Policy requires that appropriate provision be made by developers for:- infrastructure or facilities required to make developments acceptable; the implementation of appropriate transport measures for the minimisation and management of the future levels of traffic generated; remedial environmental action; the provision of sustainable urban drainage systems; and arrangements for the maintenance of such measures. The Structure Plan also states that developments will not accord with the Structure Plan unless the developer funds the construction, and makes arrangements for continued maintenance of flood prevention works which are required as a result of a flood risk assessment. The Council will require developers to fund measures, including infrastructure and other services and facilities, within or outside the boundary of development proposals which are required to make development proposals acceptable to the Council in land use terms. Where necessary and expedient the Council will seek agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997 to secure appropriate arrangements in accordance with National Planning Policy and Structure Plan Policy. Such agreements will encompass the initial costs of provision and where appropriate, continuing financial support for measures with a continuing revenue requirement.

### Scottish Water Infrastructure

8.13 Scottish Water have identified waste water infrastructure constraints for certain sites identified in the Local Plan and in the industrial and housing land supply. Development proposals will be assessed by Scottish Water and where necessary, developer-funded infrastructure, or developer contributions to the provision of necessary infrastructure, including measures to properly address the environmental and social costs of particular proposals, will be required in order to make development proposals acceptable.

## POLICIES

### POLICY Ed 1 - Further Education

The Council supports the continuing development of the University of Paisley and Reid Kerr College within the areas shown on the Proposals Map. It must be demonstrated that any development proposals not directly related to the functioning of the educational establishment will not adversely affect the continued operation and development of that educational establishment.

### PROPOSAL Ed 1 - St Andrew's Academy

The Council safeguards land adjacent to St Andrew's Academy, as shown on the Proposals Map, for the future development of educational facilities.

## TEXT REFERENCES

para 8.9

para 8.10

**POLICY Inf 1 - Developer Contributions**

The Council will require developers to provide the infrastructure, facilities, services, traffic management measures or other arrangements (including, where appropriate, the future maintenance of any or all of these) which are required to make development proposals acceptable to the Council in land use planning terms. In accordance with National Planning Policy and guidance the Council will seek where possible to have such provisions included within relevant planning consents and through planning conditions; where it is considered to be necessary or expedient the Council will enter into an agreement with the developer under Section 75 of the Town and Country Planning (Scotland) Act 1997 to secure these provisions.

paras 3.20, 8.7, 8.12,  
8.13

# Renfrewshire Local Plan



## Wider Environmental Framework

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## 9. Green Belt

### OVERVIEW

9.1 The Local Plan will protect and enhance the countryside environment by defining a Green Belt boundary drawn tightly around the existing towns and villages; by strictly limiting the types of development permissible within the Green Belt area; and by applying strict criteria when considering proposals for those forms of development which are considered appropriate. Most forms of development will therefore be directed to the towns and villages, in accordance with the plan's sustainable settlement strategy.

9.2 The Green Belt policy has been a long standing key element in the development plan for Renfrewshire. Not only does the Green Belt policy protect the countryside around our towns, it also directs development to the built-up area and thereby contributes to the renewal of our urban areas in a sustainable way. The policy was embodied in the Renfrew District Local Plan and the Structure Plan; it has been shown to be robust and the Council has consistently supported it in defence of the Green Belt against inappropriate development. In view of the long-established commitment to it which has been shown by the Council, and the importance given to it in the Structure Plan and National Policy, it is important that the robust and successful policy approach to Green Belt policy should continue.

### WHAT WE WANT TO ACHIEVE

#### 9.3 Objectives

- **To define a Green Belt boundary within the framework of Structure Plan policy and Government guidance which:**
  - delineates the limits of the built-up areas and the extent of the countryside within which encroachment of development will be resisted;**
  - and**
  - complements the development strategy for Renfrewshire by directing development away from greenfield sites beyond the built-up areas towards brownfield sites within the built-up areas.**
- **To provide a positive planning framework within which acceptable countryside uses including access and informal recreation can be encouraged, whilst unacceptable uses are resisted.**
- **To indicate clearly the planning criteria against which proposals for development within the Green Belt will be considered.**

9.4 The main source of guidance on national policy on the Green Belt is the Scottish Development Department Circular 24/1985 - "Developments in the Countryside and Green Belts." This specifies that local plans are to define the precise boundaries of the Green Belt. Towns and villages should not be allowed to expand beyond the limits established by the Green Belt boundary.

SEDD Circular 24 /1985,  
para 4 (iii)

9.5 National Planning and Policy Guidance (NPPG) 3 - “Land for Housing” addresses the issue of the release of Green Belt sites for housing. It states that release of Green Belt sites should only be considered in exceptional circumstances, as part of a strategic review of the structure plan and where it does not affect the overall effectiveness of the Green Belt.

NPPG 3, para 40

9.6 In accordance with national guidance the Structure Plan defines the general location of the Green Belt. Almost all of the land outside the boundaries of the towns and villages in Renfrewshire lies within the Green Belt area indicated in the Structure Plan.

9.7 In respect of the Green Belt the main thrust of the Glasgow and the Clyde Valley Structure Plan remains the same as in the previous Structure Plan, requiring the continued designation and safeguarding of the Glasgow and the Clyde Valley Green Belt, with Local Plans defining the detailed boundaries and policies to safeguard the Green Belt.

SP Pol 1

9.8 The Structure Plan states that no strategic adjustments are required for the inner Green Belt. However, to define the Green Belt boundaries in accordance with the Structure Plan STRATEGIC POLICY 1, a comprehensive review of the Green Belt boundaries within Renfrewshire has been undertaken and a total of 43 localised adjustments have been made to the boundaries as identified in the Renfrew District Local Plan. The review has been undertaken with the objective of:

SP para 7.23

- correcting errors and inaccuracies;
- ensuring that boundaries are consistent with planning consents;
- providing clear boundaries based on physical features.

9.9 The Structure Plan suggests a review through the Local Plan of the outer Green Belt boundary, in the moorland parts of the Renfrewshire Hills, in view of the protection offered through the Regional Park designation. In consultation with the neighbouring Park authority, Inverclyde Council, that review is continuing. However, at this time, there is not sufficient justification for change to the Green Belt at this location.

SP para 7.24

9.10 There are no areas subject to formal landscape designations within the Council area. However, the Structure Plan requires the protection and enhancement of the landscape character of the Green Belt. A Landscape Character Assessment (LCA) for Glasgow and the Clyde Valley was completed as part of Scottish Natural Heritage’s national programme, and it has identified a number of distinct Landscape Character Types. These reflect the unique way in which a range of factors, including man’s influence, have combined to shape the landscape. The Landscape Character Assessment will provide an essential source of information for managing change within the landscape whether it is for conservation, enhancement, improvement or restructuring.

SP Pol 7, schedule 7 b

9.11 Clear guidance on the types of development which are considered appropriate to a Green Belt location, the circumstances under which the specific proposals might be acceptable and the detailed criteria against which such proposals - and development proposals not listed as acceptable categories of development - will be assessed, is required to ensure that the Council’s land use strategy for the Green Belt is robust and easily understood.

9.12 The Council recognises the need for continuing change at Erskine Hospital to meet the needs of the Hospital community, and will support proposals for a range of uses within the Hospital grounds, subject to the approval of a Master Plan for the Hospital's future development strategy, and subject to the approval of measures aimed at protecting the environmental qualities of the site; securing a high quality of design; and ensuring a form and scale of development appropriate to the Hospital's setting within the countryside and Green Belt.

## POLICY

### POLICY GB1: Green Belt

The Council will protect the Glasgow & the Clyde Valley Green Belt within Renfrewshire as defined on the Proposals Map. Acceptable forms of development in the Green Belt will be limited to those falling into the categories 1 to 13 listed below, subject to their meeting the relevant specified conditions and the specified criteria in PANEL GB1. All other development proposals will be considered to be contrary to Green Belt Policy and will be assessed against the specific need for that development to have a Green Belt location and the criteria in PANEL GB1.

#### Acceptable forms of development:-

##### 1. Housing

(a) New Dwellings: Will only be permitted where the applicant can clearly demonstrate that it is required to maintain and support a viable agricultural, horticultural or forestry activity, that it is necessary for the dwelling to be located outwith a settlement and that an existing structure cannot be converted for the purpose. Where these requirements can be met, consent will be limited initially to temporary accommodation until a bona fide agricultural or forestry use, which requires associated permanent residential accommodation, has been established.

(b) Conversion: The conversion and rehabilitation of redundant buildings in the countryside to residential use.

(c) Extensions: Extensions to existing dwellings, where the original building will require to form the dominant part of the final overall development.

(d) Replacement Dwellings: Will only be permitted where (i) a dwelling has suffered serious accidental damage to the extent that its re-instatement is unviable; or, (ii) it is shown, by means of a structural survey, that refurbishment of an existing dwelling to habitable standards as defined in the Housing Acts is not economically and practically possible, due to condition, age and form of construction. The replacement dwelling should be of a similar scale, character and massing to the dwelling it is to replace, and should be constructed as nearly as possible within the same footprint.

##### 2. Industry

The extension of existing industrial and business premises; the expansion of existing business and industry operations; and the conversion of redundant buildings to small-scale industrial and business use.

## TEXT REFERENCES

paras 9.1-9.12

3. Hotel/Leisure Complex

The change of use of existing buildings to hotel use, and associated outdoor and indoor recreation facilities. This may include extension to the building to facilitate the proper functioning of the facility: the original building is to remain the dominant feature of the overall development.

4. Holiday Caravan/Chalet/Lodge parks.

5. Outdoor Recreational Facilities.

6. Riding Stables/Boarding Kennels.

7. Residential institutional use (Class 8): The conversion of existing redundant buildings to Residential Institutional use.

8. Re-use/redevelopment of Institutional premises.

Where residential Institutional premises in the Green Belt:-

- (i) become redundant, and it can be demonstrated that conversion and/or adaptation of existing buildings is not practicable, or will not suffice to allow a new use to operate; or:
- (ii) are subject of rebuild/expansion proposals;

consideration will be given to an element of redevelopment or extension which can be demonstrated as necessary for the effective functioning of the new or existing use, subject to the approval by the Council of a comprehensive Master Plan designed to ensure the protection and enhancement of the Green Belt, subject to the original building(s) forming the dominant part of the final development. Where a Master Plan has been approved, any subsequent proposals will be assessed against the Master Plan.

9. Mineral Extraction: subject to the provisions of POLS M1 & M2.

10. Disposal of Waste: subject to the provisions of POL W1.

11. Cemeteries.

12. Telecommunications Development: subject to provisions of POL Tel 1.

13. Renewable Energy Developments: subject to provisions of POL Ren1.

### PANEL GB1: Green Belt Development Criteria

Where development within the Green Belt is considered appropriate in principle, applications will be tested against the following criteria:

- (a) No loss of prime quality agricultural land, as expressed in POLICY ENV6;
- (b) Traffic and access requirements;
- (c) Pollution risk;

- (d) Effects on public water supply and water courses;
- (e) Adherence to the guidance in the Landscape Character Assessment in terms of:
  - (i) Maintaining and enhancing local diversity and distinctiveness,
  - (ii) Improving landscape characteristics where they have been weakened, and
  - (iii) Respecting and making every effort to incorporate important landscape features on the site such as traditional field enclosures, water courses and features, woodlands, skylines and important views.
- (f) Design, scale and grouping of buildings. Proposals will be assessed against the provisions of the Council's approved guidance 'Design Guide for Conversion of Existing Buildings and for New Buildings in the Countryside';
- (g) Adherence to the principles embodied in NPPG 3 - "Land for Housing", and PAN 44 - "Fitting New Housing Development into the Landscape".
- (h) Appropriate landscaping proposals;
- (i) Availability of services;
- (j) Effect on identified nature conservation interests, including species and habitats identified in the emerging Renfrewshire Local Biodiversity Action Plan;
- (k) Buildings for conversion:
  - (i) Only buildings of vernacular style, or which are of marked architectural quality or historic interest will be considered for conversion;
  - (ii) All buildings for conversion are to be structurally sound and capable of conversion without substantial rebuilding.

Footnote: Vernacular style comprises buildings of traditional form, generally constructed with stone walls and pitched, slated roofs and built before 1914.





# 10. Natural and Built Heritage

## Natural and Built Heritage

10.1 The Council's Corporate Plan identifies ensuring a healthy, sustainable environment as one of its priorities. In particular it seeks to improve the physical environment of Renfrewshire and enhance nature conservation. Through Renfrewshire's Community Plan the partner organisations have committed themselves to Sustainable Development as a guiding principle. They intend to meet their core aims in ways which protect, care for and enhance our natural and built environment. The Council has produced a Local Agenda 21 (LA21) Strategy for Renfrewshire. Amongst other things, the Strategy seeks to introduce sustainable development into the activity of the Council. It identifies a number of Key Themes including access, culture and leisure, and nature conservation which provide an important context to the following sections of the Local Plan.

## Natural Heritage

### OVERVIEW

10.2 In order to achieve more sustainable forms of development a balance has to be struck between economic growth and protection of the natural environment. Renfrewshire benefits from having a high quality natural environment which the Local Plan will continue to protect and enhance through appropriate policies. The protection and enhancement of the environment is not seen solely as an end in itself, it is widely recognised that a high quality environment is, for example, an important factor in promoting economic growth and improving the quality of life.

10.3 Although Renfrewshire contains a number of settlements, almost 80% of the Council's area is rural in nature and most of this land is included within the Green Belt. In addition to this designation, there are a range of other international, national and locally based designations and projects designed to give further protection to a site's nature conservation value and a means of enhancing unmanaged areas in the countryside.

### International Resources

10.4 The Local Plan provides the highest level of protection to the internationally important Inner Clyde Estuary Special Protection Area (SPA) and the recently designated Black Cart Special Protection Area. In terms of their nature conservation value, these two sites are of particular importance, and they are therefore protected from development proposals that could have a significant adverse effect. Further information on the two SPAs is available from the Planning & Transport Department.

### National Resources

10.5 There are a total of nine Sites of Special Scientific Interest (SSSIs) which the Local Plan seeks to protect in accordance with national guidance. In recognition of the nature conservation interest associated with the sites, development will only be permitted on

SP Pol 7 Schedule 7 (a)  
POL ENV 1

SP Pol 7 Schedule 7 (a)  
POL ENV 2

the sites under very specific circumstances. Further information on the SSSIs is available from the Planning & Transport Department.

### Strategic Resources

10.6 In recognition of the role that Clyde Muirshiel Regional Park has as a major recreational and tourist related resource the Local Plan safeguards it from unacceptable development. The varied landscape and nature conservation interest are also important assets of the area and the Local Plan seeks to protect and where appropriate enhance them through other related policies in this and the Green Belt sections. These provisions reflect the identification of Clyde Muirshiel as a Strategic Environmental Resource in the Structure Plan.

### Other Natural Heritage Resources

10.7 Regional and country parks, prime quality agricultural land and the Royal Society for the Protection of Birds reserve all form important components in the range of natural heritage resources which the Local Plan recognises and protects.

10.8 The Local Plan seeks to protect and enhance the landscape character of Renfrewshire and provision is made for this through the Green Belt section of the document.

### Locally Important Resources

10.9 The Council also considers Sites of Importance for Nature Conservation (SINCs) and trees and woodlands to be a vital component of the nature conservation resource, and the Local Plan therefore makes provision for their protection and, where appropriate enhancement. The Council has also designated two Local Nature Reserves (LNRs) which the Local Plan supports and seeks to protect. A list of SINCs and further information on the SINCs and LNRs is available from the Planning & Transport Department.

10.10 The Carts Greenspace Project facilitates environmental improvements associated with a number of river valleys throughout Renfrewshire. In addition, the Project seeks to improve public access and recreational opportunities. The Project provides a means to improve the management of under-used land within the urban fringe. In doing so, environmental benefits have been achieved in conjunction with improved public access. The Local Plan makes provision for this initiative and seeks to promote its aims.

10.11 The Structure Plan identifies a Green Network of corridors, open spaces and recreational opportunities. The Network is designed to integrate urban and rural areas and complement the Green Belt through the protection and improvement of these resources. A number of policies within the Local Plan contribute towards meeting this aim. The Carts Greenspace Project will have a key role in achieving the environmental improvements sought for the Network.

10.12 The Local Plan also supports the Local Biodiversity Action Plan for Renfrewshire. This process will allow the development of detailed action plans for the protection and enhancement of individual species and habitats.

SP Pol 7, Schedule 7 (c)  
POL ENV 10

SP POL 7, Schedule 7  
(a-c, e)  
POLS ENV 6 & 10

POLS ENV 3 and 7-9

POL ENV 4

POL ENV 11

POL ENV 12

POL ENV 5

## WHAT WE WANT TO ACHIEVE

10.13 The Renfrewshire Local Plan will continue to protect, enhance and conserve the natural environment, securing a high standard for residents and visitors.

### Objectives

**1) Identify, protect and where appropriate enhance areas of importance for their species and nature conservation value.**

**2) Protect existing trees and woodlands that have an amenity or nature conservation value, promote their positive management and encourage the planting of native and particularly broad-leaved trees.**

**3) Promote access to the countryside for cyclists, horse riders and pedestrians and where possible, facilitate opportunities for recreation and environmental improvement.**

**1) Identify, protect and where appropriate enhance areas of importance for their species and nature conservation value.**

10.14 European legislation has resulted in the creation of an upper tier to the hierarchy of nature conservation designations in Scotland. Special Protection Areas are designated under the Birds Directive. These sites are part of the Natura 2000 national network of protected areas designed to maintain or restore the distribution and abundance of species of European Community interest. Species are also afforded protection through this legislation; for instance, there is now a requirement to protect roosting and breeding birds. In June 2000, the Scottish Executive issued revised guidance regarding the implementation of the EC Habitats and Birds Directives. There is no longer a requirement for all sites selected under the Birds and Habitats Directives to be underpinned by an SSSI designation.

10.15 The revised guidance is designed to complement the guidance provided by the Scottish Executive through NPPG 14 (The Natural Heritage) and Planning Advice Note 60 (Planning for Natural Heritage). Development plans are required to safeguard and enhance the natural heritage and to ensure that environmental issues are integrated into the planning process. Local plans are specifically required to provide appropriate protection to all levels in the hierarchy of designated sites, wildlife corridors, landscape character and the wider nature conservation resource outwith the formally designated areas. Such action will ensure that the Habitat Directive's principal aim of conserving biodiversity can be achieved.

10.16 The Structure Plan identifies international, national and strategic environmental resources which are protected from any proposals which could have a significant adverse effect. The Inner Clyde SPA/Ramsar/SSSI is to be safeguarded and managed. This provision also extends to the Black Cart which has been confirmed as an SPA since the Structure Plan was issued. In addition, protection and enhancement is required for a range of other strategic ecological resources.

E.C. Directives 79/409/EEC on the Conservation of Wild Birds

NPPG 14, para 71  
PAN 60

SP Pol 7

10.17 To comply with the requirements of international and national guidance and the Structure Plan, the Council is required to provide a high level of protection to sites meriting an international nature conservation designation. Development proposals will be assessed against legislation pertaining to national and international sites.

10.18 The Government and the Structure Plan also require that the Council provides an appropriate level of protection to the nine sites designated as SSSIs within its area. Development is not precluded on these sites; the designation, however, is of national importance and there would require to be over-riding reasons to justify a development proposal. An assessment will be undertaken to confirm whether or not an adverse affect would result from any development and this will be a material consideration in determining any application for planning consent.

10.19 In addition to these statutory designations a number of Sites of Importance for Nature Conservation (SINCs) have been identified by the Council containing a range of nature conservation interests of local importance. 35 were originally recognised but the recent completion of a Phase 1 habitat survey for the Council area has resulted in a total of 117 SINCs being identified including several Wildlife Corridors. The SINCs identified on the Proposals Map indicate the areas where there is a known nature conservation interest. A full inventory of SINCs is to be made available for inspection in the Planning Department, where details of the nature conservation value of each SINC can be obtained.

10.20 There are likely to be other sites of nature conservation interest throughout the Council's area not yet covered by a formal designation. Any development applications affecting these sites shall take account of such interest if proved to be of special significance. Under European legislation the Local Plan is also required to recognise the importance of the wider natural heritage, in particular the vital network features that support the coherence of the designated sites by acting as stepping stones or linear corridors forming links from one habitat to another.

10.21 It should be noted that where Special Protection Areas, Sites of Special Scientific Interest and Sites of Interest for Nature Conservation overlap, the Local Plan allocates only the higher level of policy protection to the area. For example the Inner Clyde SPA is also a designated SSSI, but it is sufficient and appropriate for the Local Plan to protect the site with Policy ENV1.

10.22 Two Local Nature Reserves have been designated by the Council under the National Parks and Access to the Countryside Act, 1949 at Paisley Moss and Jenny's Well in Paisley. One is proposed at Newshot Island, Erskine. The Council seeks to protect the nature conservation interest found at these locations and capitalise on the educational opportunity that they offer.

10.23 Biodiversity - the UK Action Plan (1994) was the document that the Government produced in response to the Convention on Biological Diversity which was signed at the Earth Summit in 1992. It recognises that the UK has a primary responsibility to conserve and enhance the biodiversity within its jurisdiction. Local Biodiversity Action Plans (LBAP) are intended to provide a means for translating the UK Biodiversity Action Plan into effective action at the local level through focused action. The LBAP for Renfrewshire is being completed in partnership with Inverclyde and East Renfrewshire. To facilitate this,

NPPG 14, paras 35-45  
Revised Circular 6/1995  
SP Pol 7, Schedule 7 (a)  
POL ENV1

NPPG 14, paras 24-25,  
28-30  
SP Pol 7, Schedule 7 (a)  
POL ENV 2

NPPG 14, paras 46-49,  
60-62  
POL ENV3

NPPG 14, para 61  
POL ENV 4

NPPG 14, para 18  
SP para 12.6  
POL ENV5

the Council has established a Local Biodiversity Steering Group comprising representatives from a range of organisations. As part of the LBAP process detailed action plans will be drawn up for the priority species and habitats and key targets set.

10.24 The LBAP covering Renfrewshire will identify priorities for action reflecting both the requirements of the UK Biodiversity Action Plan and agreed targets for species and habitats of importance in the local area. It will also identify the appropriate delivery mechanisms through species and habitat action plans to facilitate meaningful conservation and enhancement of biodiversity.

10.25 Agricultural land of Classes 1, 2 and 3.1 is considered to be a national resource. The Local Plan therefore safeguards this land for agricultural use. Class 3.2 agricultural land is also safeguarded to sustain rural employment in accordance with the Structure Plan. Following the consultation carried out by the Scottish Executive in their consultation paper “Removing the Special Protection of Prime Quality Agricultural Land from Development”, and when national planning policy has been formulated, Renfrewshire Council will reconsider the level of protection to be provided to agricultural land.

**2) Protect existing trees and woodlands that have an amenity or nature conservation value, promote their positive management and encourage the planting of native and particularly broad-leaved trees.**

10.26 The Council aims to promote the planting of new native woodlands and to enhance existing woodlands and trees to improve the landscape quality of rural areas and the amenity of the urban areas. In addition, the nature conservation and recreational value of an area will benefit through additional planting and appropriate management of woodland.

10.27 The Council has a duty to protect important woodland and trees which are likely to come under threat and which contribute to the amenity of an area. A register of Tree Preservation Orders is maintained by the Council and is available for inspection at the Department of Planning and Transport. The existence of a Tree Preservation Order does not preclude development. Unless it is undertaken in a sensitive way however, it can have an adverse affect on the trees that are protected. The policy, therefore, outlines the action that will be required by developers on sites where a TPO has been declared. Reference should be made to the Council’s approved Guidelines on Treework Requests.

10.28 Trees are an important component in the overall character of Conservation Areas. To enhance the special qualities of the Conservation Area, any tree works should take full cognisance of the relevant Conservation Area Character Assessments.

10.29 The Council recognises that trees and woodlands contribute to our townscapes, rural landscapes and provide important wildlife habitats. However, the long term future of this resource can only be secured by ensuring that wherever possible appropriate management is undertaken.

**3) Promote access to the countryside for cyclists, horse riders and pedestrians, and where possible facilitate opportunities for recreation and environmental improvement.**

SP Pol 7, Schedule 7 (e)  
POL ENV 6

NPPG 14, para 50  
POL ENV 7

NPPG 14, para 53  
POL ENV 8

NPPG 14, para 51  
POL ENV 9

### The Green Network

10.30 Through the Local Plan the Council supports the concept of the Green Network which complements the Green Belt by integrating urban and rural areas. It is intended that the Green Network will create high quality environmental corridors and resources, open spaces and recreational assets that will assist in social and economic regeneration. Existing country parks, countryside around town projects, existing and potential long distance routes, Clyde Muirshiel Regional Park and the Clyde Waterfront urban renewal area are identified as priorities for promotion and management within the Green Network. Policy provision protecting and enhancing these resources can be found within this section of the Local Plan, whilst further detail on access and open space and recreation can be found within other relevant sections. This action is in compliance with the requirements of the Structure Plan and will contribute to the creation of a wider Green Network across the Structure Plan area.

SP Pol 1, Schedule 1 (e)  
SP paras 7.18-7.21

### Regional and Country Parks

10.31 A range of recreational opportunities exist within Clyde Muirshiel Regional Park which include visitor centres at Castle Semple, Lochwinnoch and in the Renfrewshire Hills at Muirshiel. Similarly, the Gleniffer Braes Country Park, and Finlaystone Country Estate (part of which is in Renfrewshire) offers the public valuable access to the countryside and recreation. The Regional and Country Parks, and Finlaystone Country Estate, are important recreational and tourist resources which the Council seeks to protect and enhance. They provide the public with the opportunity to enjoy outdoor pursuits within an area which is managed specifically for this purpose. The management plan for the Gleniffer Braes Country Park is currently being reviewed and once completed it will provide a framework for considering development proposals. The Council supports a Study to investigate the feasibility of a habitat creation and flood attenuation project at Lochwinnoch, to be known as the Three Lochs Project.

SP Pol 7, Schedule 7 (c)  
POL ENV10

### Clyde Muirshiel Uplands

10.32 The Structure Plan identifies Clyde Muirshiel Regional Park as a Tourist Development Area, although it is recognised that parts of the Park have greater potential for this type of development than others. A review was required of the outer Green Belt boundary in the moorland parts of the Renfrewshire Hills; however, no changes are proposed at present. Further details are given in the Green Belt topic.

SP POL 5, Schedule 5 (e)  
SP para 7.24

### Carts Greenspace Project

10.33 The Council supports in partnership with Scottish Natural Heritage (SNH) and neighbouring local authorities the Carts Greenspace Project. The Local Plan reflects the Carts Greenspace Project's principal aim of protecting and enhancing the environment of the rivers within its remit. The Project has been the subject of a review which will alter the emphasis of its work to provision of accessible Green Space for communities.

SP Pol 1, Schedule 1 (e)  
POL ENV 11

### Renfrewshire Urban Fringe Policy

10.34 To combat the problem of under-used and unmanaged land in the urban fringe the Council has set up the Renfrewshire Urban Fringe Project. This provides a means of implementing an integrated approach to the management of peripheral areas and delivering environmental objectives. Despite the success of the Urban Fringe policy to date in several areas including Linwood and Johnstone, under-used and unmanaged land remains a problem and the Local Plan reflects the need to continue focused action. In time, the policy should also contribute to the development of the Core Path Networks which will be identified through the new Renfrewshire Access Strategy.

SP Pol 1, Schedule 1 (e)  
POL ENV 12

**Access to the Countryside**

10.35 Through the new Land Reform Bill legislation will be established to create a responsible right of public access to the countryside. Local authorities are likely to have a new role in access provision, therefore, work is currently underway with Scottish Enterprise Renfrewshire and SNH on the preparation of an Access Strategy. The strategy will provide a strategic framework for access development and management throughout Renfrewshire and it will identify Core Path Network areas. The Local Plan recognises the role that the Access Strategy has in developing a more sustainable approach to transportation.

SP Pol 1, Schedule 1 (e)

**POLICIES**
**Nature Conservation and Biodiversity**  
**POLICY ENV 1: International Designations**

The Council safeguards the sites subject to international nature conservation designation. Development proposals which, in the Council's view, will affect these sites will be determined in accordance with Part IV of The Conservation (Natural Habitats, etc.) Regulations 1994 and NPPG14, Natural Heritage.

## TEXT REFERENCES

paras 10.4, 10.14-10.17

**POLICY ENV 2: National Designations**

The Council safeguards the nature conservation value of Sites of Special Scientific Interest. Development proposals which, in the Council's view, will affect these sites will be determined in accordance with national planning guidance given in NPPG 14, Natural Heritage.

paras 10.5, 10.17, 10.18

**POLICY ENV 3: Local Designations: Sites of Importance for Nature Conservation (SINCs)**

The Council will protect and where possible enhance SINCs, and, where appropriate, promote links between SINCs which will act as wildlife corridors. However, the Council recognises that some of the identified SINCs coincide with sites which are regarded as being suitable for development through Local Plan policies and where there is a presumption in favour of development. Development proposals for sites covered by the SINC designation will be assessed, therefore, against the following criteria.

paras 10.9, 10.10, 10.19

- (a) The social and economic benefits of the development proposal.
- (b) Any adverse impact on the nature conservation interest of the site being acceptable to the Council.
- (c) The provision of satisfactory compensatory nature conservation benefits.

The above would also apply to SINCs identified and approved in the future by the Council.

**POLICY ENV 4: Local Designations: Local Nature Reserves**

The Council will protect the Local Nature Reserves identified on the Proposals Map to ensure that their nature conservation interest is maintained and that they continue to provide a unique educational and recreational resource.

paras 10.9, 10.22



**POLICY ENV 5: The Local Biodiversity Action Plan**

The Council in conjunction with its partners will develop action plans through the emerging LBAP to facilitate the management of species and habitats to protect the nature conservation interest and enhance the biodiversity of sites of local importance.

paras 10.12, 10.23, 10.24

**POLICY ENV 6: Agricultural Land**

The Council will resist development having an irreversible effect on prime quality agricultural land (Classes 1, 2, and 3.1 as identified by the Macaulay Land Use Research Institute). Similarly, development on class 3.2 agricultural land will not be permitted unless there is no suitable alternative.

paras 10.7, 10.25

**Forestry and Woodland****POLICY ENV 7: Planting and Management of Trees and Woodlands**

The Council seeks to enhance trees and woodlands throughout its area by:

paras 10.9, 10.26

- (a) Promoting the planting of broad leaved and native species,
- (b) Protecting and promoting positive management of ancient and semi-natural woodlands for their nature conservation interest,
- (c) Protecting and promoting positive management of hedgerows, street trees and any other trees considered to contribute to the amenity of an area,
- (d) Promoting the development of community woodlands, particularly where they are close to urban areas and where links to the wider countryside and neighbouring settlements may be facilitated, and
- (e) Encouraging the planting of appropriate trees as an integral part of new development.

**POLICY ENV 8: Protection of Trees and Woodlands**

The Council seeks to protect trees and woodlands throughout its area by,

paras 10.9, 10.27

- (a) Promoting new Tree Preservation Orders and the designation of SINC's for woodlands, groups of trees or individual trees of importance to the townscape, landscape or nature conservation interest which it considers are likely to come under threat.
- (b) Ensuring that all healthy trees within areas covered by TPOs are protected in development proposals and that felling of trees will only be allowed where the applicant can demonstrate to the satisfaction of the Council that felling is required to achieve an acceptable design solution. Where deemed necessary by the Council, compensatory planting elsewhere within the development will be required. Any tree works will also be required to be carried out in accordance with the Council's approved Guidelines on Tree Work Requests.
- (c) Requiring that within Conservation Areas any tree works must be undertaken in terms of the approved Guidelines on Tree Work Requests and the appropriate Character Assessment for the area.

**POLICY ENV 9: Woodland Management**

Where an application for planning consent is approved by the Council which affects an existing woodland area or which involves the creation of a new woodland the Council will attach the appropriate conditions to the consent, or an agreement under Section 75 will be sought to secure a long term woodland management scheme.

paras 10.9, 10.26, 10.29

**POLICY ENV 10: Regional and Country Parks**

The Council safeguards Clyde Muirshiel Regional Park and the Gleniffer Braes Country Park. Development within these areas will only be permitted where it can be demonstrated that;

paras 10.6, 10.7,  
10.31-10.32

- (a) In Clyde Muirshiel Regional Park, full consideration has been given to the requirements of the Integrated Land Use Strategy and the Parks design guidance,
- (b) The scale of any impact on the nature conservation or heritage resources within the Parks is considered by the Council to be acceptable,
- (c) The development does not cause an irreconcilable conflict with neighbouring land uses, and
- (d) Wherever possible, the opportunities for provision of public access identified in the Renfrewshire Access Strategy (when approved) have been secured.

**POLICY ENV 11: Carts Greenspace Project**

The Council supports and promotes the environmental objectives of the Carts Greenspace Project. In assessing development proposals within the Project Area, the Council will seek measures to;

paras 10.10, 10.11, 10.33

- (a) Protect and where appropriate enhance the landscape and wildlife resource, and
- (b) Make appropriate provision for improved public access to and along the rivers.

**POLICY ENV 12: Renfrewshire Urban Fringe**

The Council supports and will pursue in partnership with landowners and other agencies, the implementation of the Council's approved Urban Fringe Policy by means of appropriate measures which will:

paras 10.10, 10.11, 10.34

- (a) Protect and enhance the landscape,
- (b) Realise the potential for improved public access,
- (c) Realise the potential for woodland planting and management,
- (d) Protect and enhance the wildlife resource,
- (e) Encourage the positive management of farmland/agricultural land.

# Built Heritage

## OVERVIEW

10.36 Renfrewshire has a rich built heritage ranging from the buildings associated with Paisley's industrial past to country houses of architectural or historical importance. The Local Plan recognises this and provides a policy framework which facilitates their protection and enhancement.

### Conservation Areas

10.37 There are eight conservation areas in Renfrewshire. These areas are of particularly high quality in terms of their townscape, architectural or historical interest. Through the Local Plan policies the Council aims to protect and enhance their special character. It is recognised that development will take place within these areas and that they contain opportunities for change, however, where development does take place, it will be required to meet specific criteria to ensure that high standards are maintained.

### Listed Buildings

10.38 Over 500 buildings within Renfrewshire are listed. The Local Plan seeks to safeguard this resource and to encourage their repair, restoration and re-use. As with Conservation Areas, development criteria are outlined to maintain a high standard of development. The Council seeks to safeguard listed buildings that are under threat due to neglect, therefore, the Local Plan requires owners of these buildings to take remedial action to secure their future. In order to retain as many listed buildings as possible, the Local Plan also outlines the criteria against which their demolition has to be justified.

### Scheduled Ancient Monuments

10.39 Appropriate protection is given to Scheduled Ancient Monuments and their settings within the Local Plan. These sites are of national importance in terms of their archaeological interest and are part of Renfrewshire's unique historical record. Provision is also made for the protection of other unscheduled sites of archaeological significance. Whilst these sites and their settings are not considered to be of national importance, they have a local significance which the Local Plan recognises.

### Gardens and Designed Landscapes

10.40 There are two sites within Renfrewshire that are currently included on the Inventory of Gardens and Designed Landscapes and a further site has been proposed for inclusion. The Local Plan recognises the important contribution that these sites make to the wider landscape. They are therefore afforded protection from development having an unacceptable adverse impact. Appropriate enhancement and management is also supported to ensure that the special qualities associated with the landscape or garden do not deteriorate.

### Improvement of the Built Environment

10.41 Public works of art can make a significant contribution in improving the townscape. The Local Plan supports the Council's Per Cent for Art Scheme which facilitates the provision of public works of art in association with larger scale developments.

POLS ENV 13,14

POLS ENV 15,16,17,18

POLS ENV 19,20

POL ENV 21

POL ENV 22

POL ENV 23

SP Pol 7, Schedule 7(d)

10.42 Advertisements are acknowledged as having the potential to make a considerable impact on the built environment. The Local Plan outlines the circumstances under which such development may be appropriate in order to protect the townscape from unacceptable development.

10.43 The Structure Plan identifies international, national and strategic environmental resources which are protected from any proposals which could have a significant adverse effect. The policies within the Local Plan will contribute to achieving not only a high quality built environment for Renfrewshire but also the wider Structure Plan Area.

## WHAT WE WANT TO ACHIEVE

10.44 The Renfrewshire Local Plan will continue to protect, enhance and conserve the historic environment.

### Objectives

- 1) Preserve and enhance the character and appearance of conservation areas and listed buildings and their settings.**
- 2) Protect and preserve Scheduled Ancient Monuments, other locally important archaeological remains and their settings.**
- 3) Protect historic gardens and designed landscapes and their settings from inappropriate development.**
- 4) Improve townscape quality by commissioning works of public art.**
- 5) Give due consideration to the possible environmental impacts of applications for advertisement consent.**

### **1) Preserve and enhance the character and appearance of conservation areas and listed buildings and their settings.**

10.45 NPPG 18 Planning and the Historic Environment sets out the requirements for Local Plans to protect, conserve and enhance historic areas. The Government also provides advice relating to the historic built environment through its Memorandum of Guidance on Listed Buildings and Conservation Areas.

NPPG 18 para 37

10.46 The Council has eight Conservation Areas. The Cross/Oakshaw in Paisley, Kilbarchan and Ranfurly in Bridge of Weir have been designated by Historic Scotland as being Outstanding. Enhancement schemes have been approved for four areas and design guidance is available for each area. The Council is preparing Conservation Area Character Appraisals which will pick out the salient characteristics of each conservation area to assist in preparing and assessing development proposals. Article 4 Directions may be made by the Council which remove certain permitted development rights for specified classes of development within conservation areas. They are currently in place for all but one of the conservation areas. The Character Appraisals however will enable them to be updated.

NPPG 18, paras 13, 14

POL ENV 13

10.47 The Council is required to protect Conservation and Outstanding Conservation Areas as they are an important element of the townscape and contain distinctive buildings that are of historical or architectural interest. It is recognised that the best use for an historic building is usually the use for which it was designed; however, where this can no longer continue, an appropriate alternative may have to be considered in order to ensure that the building or group of buildings is retained. The existence of the Conservation Area designation does not prohibit development and where a building becomes redundant, the Council will seek to promote an acceptable alternative use which endeavours to preserve the architectural and historic features of the building.

10.48 Renfrewshire's built environment contains many important buildings of historical and townscape value. There are currently in excess of five hundred listed buildings, of which some 7% are considered to be at risk. The Council is required to afford appropriate protection to the listed buildings within its area. Retention of these buildings makes a significant contribution to the townscape character and environmental quality of the urban area. The Local Plan provides the criteria which form the basis for the detailed considerations made by the Council when determining applications for listed buildings. These considerations are also applicable to those proposals affecting the setting of a listed building.

10.49 Where listed buildings are considered to be under threat from neglect or unauthorised development, the Council has the authority to invoke statutory powers of intervention and take action under Sections 42, 43 and 49 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The Council monitors the condition of buildings of architectural and historic interest which it considers to be at risk through neglect or inappropriate development. If required, it will seek to secure the future of such buildings in an acceptable state of repair.

10.50 The loss of listed or other important buildings can have a detrimental impact on the character of the area. The Local Plan, therefore, reflects Government advice regarding the demolition of listed buildings and the circumstances under which such action will be considered justified.

## **2) Protect and preserve Scheduled Ancient Monuments, other locally important archaeological remains and their settings.**

10.51 NPPG 5 Archaeology and Planning and PAN 42 on Archaeology and Planning provide guidance on how archaeological remains and discoveries should be handled under the development plan system. National recognition is given to the archaeological resource through the designation of Scheduled Ancient Monuments, of which there are seventeen in Renfrewshire. There are many other locations that are of archaeological importance which the Council is required to recognise and protect. The Council subscribes to the West of Scotland Archaeological Service which provides advice on appropriate action when development proposals affect these sites. Both Renfrew and Paisley have been recognised through the Scottish Burghs Survey as historic burghs.

10.52 Government guidance requires that Scheduled Ancient Monuments (SAM) and their settings are the subject of full statutory protection. In addition to preservation, the SAM or its setting should be enhanced if this is considered appropriate. Renfrewshire

POL ENV 14

NPPG 18, para 12  
POLS ENV 15,17Memorandum of Guidance  
on Listed Buildings  
and Conservation Areas  
POL ENV 16

POL ENV 18

POL ENV 19  
NPPG5 para 22  
PAN 42 para 16

contains a variety of archaeological remains, including sites that are of regional or local importance and those reflecting the area's industrial past. They are registered on the Sites and Monuments Record which is compiled and updated by the West of Scotland Archaeology Service. The Council is also required to protect these unscheduled sites and their settings.

### **3) Protect historic gardens and designed landscapes and their settings from inappropriate development.**

10.53 Formakin and Finlaystone Estates are included in the original Inventory of Gardens and Designed Landscapes produced by Historic Scotland and the Countryside Commission for Scotland (1988). A recent review has identified Fountain Gardens, Paisley as being a site which also merits inclusion in the Inventory. It is recognised that the sites and their settings should be given protection from inappropriate development, and that sensitive management and conservation of the resource should be encouraged.

### **4) Improve townscape quality by commissioning works of public art.**

10.54 In 1997 the Council approved the Renfrewshire Council Arts Strategy. This Strategy recommended that a Per Cent for Art Scheme be developed, and therefore the Council approved such a scheme in 1998. The Council recognises the contribution which can be made to the built environment by public art in its widest sense, including pieces of sculpture, street furniture, gates, landscaping and stained glass.

### **5) Give due consideration to the possible environmental impacts of applications for advertisement consent.**

10.55 Outdoor advertising can detract from the urban environment. Advertisements also have the potential to be a hazard to vehicles and pedestrians. The Council has the power to control those which have the most impact on the environment.

10.56 Guidance relating to the display of advertisements which sets out the criteria that it will take into account when considering applications for advertisement consent is currently being reviewed by the Council. It has also approved a report which sets out a policy for the control of advertisements on street furniture within Paisley town centre.

## **POLICIES**

### **POLICY ENV 13: Conservation Areas**

The Council will protect, preserve and enhance the unique townscape qualities of the Conservation Areas. The Council seeks the retention, sensitive restoration and appropriate reuse of all structures/buildings that make a material contribution to the historic character of the Area. Any proposals for new development will have to meet the requirements of policy ENV 14.

POL ENV 20

POL ENV 21

POL ENV 22

POL ENV 23

## **TEXT REFERENCES**

paras 10.37, 10.45-10.47

**POLICY ENV 14: Development Standards for Conservation Areas**

The Council seeks to maintain and enhance the unique townscape of Conservation Areas. Development within these areas will only be acceptable where it can be demonstrated that it satisfies the requirements of the Conservation Area Character Appraisals and the following criteria:

- (a) High standards of design must be employed which have regard to the architecture and character of the area, and ensure the maintenance and enhancement of local distinctiveness. Detailed consideration should be given to massing, height, fenestration and building materials.
  - (b) The development proposals should be based on, and take account of the following supplementary guidance which is currently produced by the Council.
    - Cleaning and Repair of Stonework of Listed Buildings and Buildings in Conservation Areas,
    - The advisory booklets on development within Kilbarchan, Castlehead, The Cross/Oakshaw, Greenlaw, Ranfurly, Houston and Lochwinnoch Conservation Areas,
    - Paisley Cross and Oakshaw Outstanding Conservation Area Design Guide.
  - (c) Supplementary guidance available in the Enhancement Schemes produced by the Council for Kilbarchan, Houston, Lochwinnoch and Paisley Cross and Oakshaw Conservation Areas.
  - (d) Proposals should have regard to their wider impact in terms of visibility from external locations and the preservation of landmarks and views from and through the development site.
  - (e) The redevelopment of gap sites will be encouraged and such development should enhance the character and distinctiveness of the conservation area, and
  - (f) Trees deemed by the Council to contribute to the overall townscape should be retained and provision made for their future management. Any works undertaken should be in accordance Policy ENV 8.
- Outline planning applications will not normally be accepted for sites in Conservation Areas.

**POLICY ENV 15: Development Criteria for Listed Buildings**

The Council seeks to protect and enhance listed buildings within Renfrewshire. Any applications received for development proposals relating to listed buildings and their settings will require to be of a high standard and require to meet the following criteria:

- (a) Use of sympathetic and appropriate materials and finishes.
- (b) Extensions/alterations should not detract from the character of the building.

- (c) The massing, scale and form of the development should be appropriate.
- (d) Landscaping and boundary enclosures should enhance the setting of the listed building and important structural planting should be reinforced or re-established.
- (e) Conformity with the Memorandum of Guidance on Listed Buildings and Conservation Areas.

### **POLICY ENV 16: Listed Buildings Under Threat**

The Council will require owners of listed buildings to undertake appropriate maintenance and repair of their property and where appropriate it will use the statutory powers available to it to secure the future of such buildings. Subject to the availability of funding, grants towards these works may be made by the Council.

paras 10.38, 10.49

### **POLICY ENV 17: Development of Listed Buildings**

The Council will support and encourage the re-use and restoration of redundant listed buildings. Development proposals considered to be detrimental to the historical or architectural interest of a listed building or its setting will not be permitted.

paras 10.38, 10.48

### **POLICY ENV 18: Demolition of Listed Buildings**

The Council will not grant listed building consent for the demolition of a listed building unless it is demonstrated beyond reasonable doubt that every effort has been exerted by all concerned to find practical ways of retaining the building. A proposal for the demolition of a listed building will require to be justified in terms of:

- (a) The importance of the building's architectural merit, its historic interest and its contribution to the local townscape/scene,
- (b) Its condition and the cost of restoring it in relation to the value of the restored building, taking into account the cost and value of a replacement building;
- (c) Alternative uses and the possibility of adapting the existing building to any new use or mix of uses.

Applications for demolition of a listed building will require to be submitted in tandem with detailed applications for redevelopment of the site.

paras 10.38, 10.50

### **POLICY ENV 19: Scheduled Ancient Monuments**

The Council will safeguard and, where appropriate, seek to enhance Scheduled Ancient Monuments and their settings. Development proposals which will have a detrimental effect on Scheduled Ancient Monuments or their settings will not be permitted.

paras 10.39, 10.51



**POLICY ENV 20: Unscheduled Sites of Archaeological Significance**

The Council will seek to protect and where appropriate enhance unscheduled sites of archaeological significance and their settings, including sites of importance for industrial archaeology. When considering development proposals affecting a location that is known to, or considered likely to contain an archaeological interest, the Council will require to be satisfied that;

- (a) The overall benefit of the development will outweigh the benefits of preserving the archaeological resource.
- (b) That there is no suitable alternative location for the development.
- (c) The siting and design of the proposal will minimise the damage to the archaeological resource.
- (d) Where approval is given and preservation cannot be achieved, adequate provision should be made by the developer for the excavation and recording of site remains (prior to and during development), and
- (e) Where an archaeological interest becomes apparent during development, provision should be made by the developer for appropriate recording of the site remains.

paras 10.39, 10.52

**POLICY ENV 21: Gardens and Designed Landscapes**

The Council will seek to protect and enhance the Gardens and Designed Landscapes currently included on the Inventory of Gardens and Designed Landscapes, and those that are proposed for inclusion. Proposals for enhancement or management that are sensitive to the unique characteristics of these sites will be supported. Planning applications will require to be accompanied by an historic landscape appraisal and outline applications should contain adequate information on the layout, height and massing to facilitate a full assessment of the overall effect of the proposal. Development which may have an unacceptable adverse impact on these sites, or their setting, will not be permitted.

paras 10.40, 10.53

**POLICY ENV 22: Per Cent for Art**

The Council, under its Per Cent for Art Scheme, will encourage developers of large-scale development schemes to set aside at least 1% of the budget of a proposed development to provide for works of art or craft.

paras 10.41, 10.54

**POLICY ENV 23: Applications for Advertisement Consent**

The Council will only grant consent for the display of advertisements which are acceptable in terms of amenity and public safety. The Council's approved guidance will be used as the basis for assessing advertisement proposals.

paras 10.42, 10.55, 10.56

# 11 Open Space and Recreation

## OVERVIEW

11.1 This topic covers both formal and informal recreation including sports activities, allotment gardens, amenity open space and children's play areas. Open space occupies a large amount of land within both the urban and rural areas, and is an important component of the environment in both towns and villages. Within the larger urban areas, particularly, public parks provide a wide range of both formal and informal facilities. Renfrewshire also contains a considerable variety of indoor and outdoor formal sports and recreational facilities, provided by both the public and private sectors.

11.2 While many playing fields are available for use by the general public, there are also a considerable number associated with schools, many of which are currently under-used. Additionally, there is the need to determine the future of those playing fields associated with schools currently scheduled for closure, and those associated with any schools which may be proposed for closure as a result of future rationalisation of education.

11.3 Pressures can arise to develop existing open spaces and sports facilities for other purposes, and the Local Plan takes a robust approach towards giving protection to those areas, whereby permission for development can only be granted in certain circumstances, e.g. where there is a surplus of certain facilities, or where better facilities are being provided on part of the site, or where alternative facilities of equal or better community benefit can be provided on a suitable site elsewhere. All active recreational open space facilities, i.e. pitches, courts, greens etc., together with allotment gardens and the most important formal and informal open spaces, are identified on the Proposals Map and given a high level of protection. The level of protection of lesser open spaces will be dependent on the characteristics of the individual areas.

11.4 On the other hand, there is a shortfall in provision of modern facilities in parts of Renfrewshire for certain sports, and the Council has proposals to redress this shortfall. It is also developing strategies to deal with various aspects of sports and leisure provision. In respect of school playing fields, where any rationalisation of education takes place in the future, it would be the Council's intention to incorporate an improvement in the playing fields remaining available.

11.5 In new housing developments it is important that an adequate level of open space is provided, including facilities for children's play, and accordingly there will be a requirement for developers to comply with the Council's approved guidelines in this regard.

para 8.4

para 8.4

## WHAT WE WANT TO ACHIEVE

### 11.6 Objectives

- 1) To represent the Council's policies and to make appropriate land use allocations for any proposals in respect of sport and recreation provision, as well as those arising out of the various strategies currently in preparation by the Director of Environmental Services.
- 2) To protect important active recreational, formal and informal open space and allotment gardens from development pressures.
- 3) To ensure adequate provision of open space, including areas for children's play, in new housing developments.

1) To represent the Council's policies and to make appropriate land use allocations for any proposals in respect of sport and recreation provision, as well as those arising out of the various strategies currently in preparation by the Director of Environmental Services.

11.7 The Council has approved an interim Playing Fields Strategy, which assesses the demand and supply situation in respect of the Council's own facilities for football, rugby, hockey and cricket, including the use made of school playing fields. This strategy is currently being augmented to include tennis, bowls and golf. In addition, the Council has approved a Leisure Strategy prepared by the Department of Education and Leisure, which assesses the demand and supply situation in respect of the Council's own indoor sports provision and sports development function. The Department of Environmental Services is currently preparing a children's play area strategy and a parks strategy. The children's play area strategy will provide revised guidelines for the provision of children's play facilities in new housing areas, and these will supersede the current guidelines.

11.8 The Council is currently upgrading Moorcroft and King George V Playing Fields in Renfrew. While some of the known deficiencies will be rectified by those developments already planned by the Council, there may be an opportunity for provision of additional facilities within a large area of under-used land at Craighend, Erskine. The local plan is therefore proposing that a study be carried out into its development potential.

11.9 The Council has established a Leisure Trust to manage the Council's indoor sports facilities. This will release significant resources in order that facilities can be improved. These facilities comprise Linwood Sports Complex; the Lagoon Leisure Centre; Elderslie Leisure Centre; the Erskine Community Sports Centres; Johnstone, Renfrew and Erskine Swimming Pools; and the Moorcroft Sports Centre.

11.10 Following the closure of St Mirin's and Merksworth High Schools in Paisley, improved and additional playing fields will be provided at St Andrew's Academy and Castlehead High School. In the longer term the Council is upgrading the schools infrastructure via a public private partnership (PPP). Currently schools pitches are dominated by blaes facilities which are no longer considered suitable as quality sports provision. Through the PPP proposals, consideration is being given to the upgrading and replacement of certain of these facilities by either grass or synthetic surfaces and improved changing

PROP L1

POL L8

PROP Ed1

arrangements. Particular consideration is being given to areas where there is a community need in addition to the requirements of schools.

11.11 The Council has recently granted planning permission for a major sports and leisure facility at Braehead, Renfrew, to be known as the Xscape Complex. This development will include an indoor ski slope, which will add to Renfrewshire's sports and recreation facilities. There is a requirement for this complex to be given a particular policy coverage in order to differentiate the leisure element of the Braehead development from other land uses.

## **2) To protect important active recreational, formal and informal open space from development pressures.**

11.12 The Council's approach to open space and recreation accords with national planning guidance. This advice includes the need to protect important existing facilities and to indicate how demand for facilities can be met, while taking account of the needs of all members of the population. In accordance with national planning guidance, the active recreational open space facilities which are considered to be most important for protection are shown on the Proposals Map. Only in those circumstances where there is a clear long term excess in the provision of facilities, or where an equivalent or better facility is being provided elsewhere, or where there would be an improvement in the quality of the facility, could development be permitted of some or all of an active recreational open space facility for some other purpose. In such a case there would require to be a legally binding agreement in order to ensure that the alternative facility is in fact provided, which should be in advance of the closure of the existing facility. Sportscotland will be consulted in respect of any development proposals affecting such facilities and their response will be taken into account in determining any applications for planning consent. There are currently circumstances involving two playing field locations where development potential is being taken forward. These playing fields have therefore not been identified for protection; they will, however, be subject to the same assessment against the terms of NPPG 11. These locations are:-

- Merksworth High School, Paisley
- Abbotsinch Playing Fields, Paisley

11.13 Also in accordance with national planning guidance, those formal and informal open spaces which are considered to be most important for protection are shown on the Proposals Map. As not all open spaces and recreational facilities have the same importance in amenity or recreational terms, it is important to give protection to those lesser sites which make a valuable contribution but which are not of a scale to be shown on the Proposals Map, and this is done in Policy L4.

11.14 The Council's strategy is also in accordance with the Structure Plan, which requires local plans to safeguard existing facilities and make provision for the development of additional facilities. Based on an analysis by Sportscotland, the Structure Plan identifies an inadequate provision in Renfrewshire of sport and recreation facilities, particularly of sports halls, playing fields and publicly accessible golf courses. The Structure Plan also requires the creation of a Green Network, extending from the heart of Glasgow and other town centres to the remoter communities. Within Renfrewshire, the network is represented

POL L6

NPPG 11 para 30

NPPG 11 para 94  
POL L1

POLS L1, L2

POL H1

POL Airport 1

NPPG 11 paras 13-15, 42,  
94  
POL L3  
POL L4SP paras 11.65, 11.66,  
11.68, 11.69  
POLS L1, L3, L4  
PROP L1  
SP paras 7.18-7.21

mainly by corridors formed by the major rivers and existing and proposed long distance cycling and walking routes, as well as by regional and country parks. Urban open spaces play a part in contributing to the Green Network.

### **3) To ensure adequate provision of open space, including areas for children's play, in new housing developments.**

11.15 The Renfrew District Local Plan contained guidelines for the provision of open space and children's play areas in new housing developments, compliance with which is necessary in order to obtain planning consent. Once the Council has prepared and approved revised guidelines, as part of the children's play area strategy currently under preparation, these will supersede those contained in the Renfrew District Local Plan. There may arise circumstances, however, where the Council do not consider it necessary for the requirements of the guidelines to be met within the development site, e.g. where sufficient open space and/or children's play facilities exists nearby, in which case it may be acceptable for the developer to build or pay for new or improved play facilities there. The requirement for provision of open space within new housing developments is included within the criteria against which such proposed developments will be assessed.

## **POLICIES**

### **POLICY L1: Protection of Active Recreational Open Space Facilities**

The Council seeks to protect the areas of active recreational open space shown on the Proposals Map. The Council will require development proposals not of an active recreational nature to meet one or more of the following criteria:-

- (a) there is a long term excess in the provision of pitches, playing fields and public open space in the wider area, taking into account long term strategy for provision, estimated demand and overall recreational and amenity value; or
- (b) alternative provision of equal or greater community benefit and accessibility would be made available on another site; or
- (c) the proposal incorporates the retention or enhancement of the existing facilities on part of the site, while enabling redevelopment of the surplus section of the site for another purpose.

In addition there will require to be no unacceptable adverse impact on the amenity of nearby residents.

### **POLICY L2: Planning Agreements to Secure Alternative Provision of Open Space or Recreational Facilities**

The Council will seek to secure appropriate alternative provision on another site by means of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, where it proposes to grant planning permission for a development involving the loss of an important open space, recreational facility or allotment gardens shown on the Proposals Map.

## **REFERENCES**

para 10.30

NPPG 11 para 30  
POL L5

POL H7

## **TEXT REFERENCES**

paras 11.12-11-14

para 11.12

**POLICY L3: Protection of Formal and Informal Open Space**

The Council seeks to protect the areas of formal and informal open space shown on the Proposals Map. Development proposals for any use not of an open space or recreational nature, or ancillary to these uses, will require to meet the following criteria:-

- (a) the benefit of the proposed development to the public clearly outweighs the present open space value of the site;
- (b) the amenity of the surrounding area will not be adversely affected by the loss of open space and by the nature of the proposed development.

paras 11.12, 11.14

**POLICY L4: Protection of Lesser Open Spaces and Recreational Facilities**

The Council will assess proposals for development of open spaces and recreational facilities not identified on the Proposals Map in terms of:-

- (a) the amenity value of the site to the surrounding area;
- (b) the value of the site or facility in recreational terms to the surrounding population.

paras 11.13, 11.14

**POLICY L5: Open Space in New Housing Developments**

The Council will only grant planning permission for new housing development if there is an appropriate provision of open space, including facilities for children's play, in accordance with the Council's approved open space guidance. The open space should be located within the development. If it can be served by an existing easily accessible open space close to the site, within which a play area can be constructed, this may be acceptable to the Council. However, in the latter instance, the Council will seek a planning agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, in order either to oblige the developer to provide the required facility on a suitable nearby site, or to secure funding from the developer to enable the Council to provide the facility. Land required for a sustainable urban drainage scheme may, if suitable, be considered as a contribution towards the amenity open space provision required for the site.

paras 11.7, 11.15

**POLICY L6: Protection of a Site at Braehead, Renfrew for Various Leisure Uses**

The Council safeguards the site at Braehead, Renfrew, as shown on the Proposals Map, for a leisure complex building and associated car parking. The building will contain:-

- (a) an indoor ski slope, plus ancillary indoor leisure facilities as defined in Use Class 11;
- (b) an hotel;
- (c) ancillary food and drink uses;
- (d) retail use ancillary to the leisure uses and restricted to the sale of specialist and extreme sports and leisure related equipment and clothing.

paras 11.11, 2.15-2.18

**POLICY L7: Protection of Allotment Gardens**

The Council seeks to protect the allotment garden sites shown on the Proposals Map. The Council will only grant planning permission for the development of these sites for other uses if a suitable alternative allotment site is provided within the same community.

para 11.6

**POLICY L8: Craigend, Erskine**

The Council will undertake a study to determine the most appropriate uses for the land at Craigend, Erskine identified on the Proposals Map, and will identify possible development opportunities. Mainstream housing will not be considered appropriate. The study will take into account the safeguarding of the nature conservation interest in the area.

para 11.8

**PROPOSAL L1: Proposed Recreational Developments**

The Council identifies sites on the Proposals Map to accommodate the following proposed recreational developments:-

- Improved sports facilities at Moorcroft Playing Fields, Renfrew
- Improved sports facilities at King George V Playing Fields, Renfrew

para 11.8, 11.14

# 12 Renewable Energy

## OVERVIEW

12.1 The need for increased production of energy from renewable sources has been given an added impetus in recent times with growing awareness of the damage being done to the Earth's environment, and in particular the atmosphere, by the burning of fossil fuels, and the consequent onset of climate change. Encouraging more electricity production from renewable sources is an important element in both the UK and Scottish Climate Change Programmes, which are aimed at reducing greenhouse gas emissions. Renewable energy can be derived from a number of sources, e.g. wind, wave, solar and hydro power, and from biomass and waste. While there has been a low level of interest to date in new renewable energy developments in Renfrewshire, there may nevertheless be increasing interest from developers in the future, particularly in wind power.

## WHAT WE WANT TO ACHIEVE

### 12.2 Objective

**1) To reflect the Government's policy of increasing the proportion of electricity produced from renewable sources, and the Structure Plan's support for wind farm developments, while ensuring that this is not achieved at the expense of unacceptable damage to the environment and amenity.**

12.3 The Council's approach is in accordance with national planning guidance on renewable energy, which requires the planning system to make positive provision for renewable energy developments through the development plan system.

12.4 The Council's strategy is also in accordance with the Structure Plan, which deals with renewable energy under the heading of Sustainable Development of Natural Resources. In relation to wind energy, it identifies preferred and intermediate areas which will be used for evaluating proposals. There are, however, no such areas within Renfrewshire. There will be a presumption against wind farm developments in sensitive areas, i.e. locations covered by various environmental designations. In relation to biomass production, the Indicative Forestry Strategy identifies opportunities for biomass energy crops within certain areas of under-used land, of which there are three within Renfrewshire, i.e. to the south and north of Paisley and in the vicinity of Lochwinnoch.

12.5 The Council has approved a Draft Local Agenda 21 Strategy 2000-2010 which has been submitted to the Scottish Executive. Under the theme of "Waste", it is stated that the Council will minimise the amount of waste for disposal by, among other things, recovering energy from waste residue. Local Agenda 21 matters will now be progressed through the Community Planning process.

12.6 In seeking to accommodate renewable energy development, it is essential to ensure that this is not achieved at the expense of unacceptable damage to the environment and amenity. In addition, all of Renfrewshire is covered by the Glasgow Airport consultation

NPPG 6 paras 46, 48-49

SP para 12.13

Waste Management  
topic

POL Ren 1



zone for wind power. All proposals for wind turbines will therefore be considered under POLICY AIRPORT 4.

## POLICY

### **POLICY Ren 1: Criteria for Assessing Proposals for Development of Renewable Energy Sources**

The Council is supportive of an increase in the proportion of electricity produced from renewable sources, but will require proposals for development of renewable energy sources to meet the following criteria:-

- (a) there is no unacceptable impact on the amenity of nearby residents, in terms of statutory air quality objectives, noise or other nuisances;
- (b) visual intrusion within the landscape in terms of scale, location, design, etc. has been minimised;
- (c) during the process leading to the selection of the proposed site, consideration was also given to alternative sites, and the selection of the proposed site can be justified;
- (d) the cumulative impact of the proposed development along with any other existing and approved similar developments will not lead to an unacceptable impact on the environment and amenity;
- (e) arrangements are in place to ensure restoration of the site to an acceptable standard after the operation has ceased.

paras 12.3-12.6

# 13 Mineral Extraction

## OVERVIEW

13.1 There are no working mines and only two working quarries within Renfrewshire at present. The working quarries are Highcraigs at Johnstone and Spring Grove at Kilbarchan. Permission has now been given to use the latter for landfilling. The Council has agreed modern operating conditions to enable re-opening of Reilly Quarry at Bishopton. Historically, however, there has been a low level of interest in opening new developments.

## WHAT WE WANT TO ACHIEVE

### 13.2 Objectives

- 1) To ensure that any proposals for mineral extraction are justified in terms of strategic demand and supply.**
- 2) To ensure that in assessment of any proposals for mineral extraction, the protection of the environment and the amenity of the population are given proper consideration.**

**1) To ensure that any proposals for mineral extraction are justified in terms of strategic demand and supply.**

13.3 The Council's approach is in accord with national planning guidance on minerals. Much of the national planning advice is associated with safeguarding and indicating sites, defining search areas, etc., as well as dealing with the necessity to ameliorate environmental effects during working and to reclaim sites after working has ceased. As regards open-cast coal extraction, national planning guidance is that there should be a general presumption against development outwith areas indicated in the Structure Plan.

13.4 The Council's strategy is also in accordance with the Structure Plan, which states that there is a sufficient supply of aggregate minerals to meet demand until 2012. It contains no proposed search areas for open-cast coal extraction within Renfrewshire. Any proposals for mineral extraction will require to be assessed in the light of this.

**2) To ensure that in assessment of any proposals for mineral extraction, the protection of the environment and the amenity of the population are given proper consideration.**

13.5 By its nature mineral extraction is an unsightly and disruptive activity. Any development proposal must therefore demonstrate a proven requirement in terms of strategic assessment of demand and supply. Should any application be granted, the Council will seek to minimise the disruption to the surrounding area, as well as requiring the restoration of the land for a beneficial use following cessation of extraction.

NPPG 4 paras 93-97  
NPPG 16 para 72  
PAN 50

SP para 12.13  
POL M1

POL M1  
POL M2

# POLICIES

## **POLICY M1: Assessment of Requirement for Mineral Extraction**

The Council will require proposals for mineral extraction to be justified in terms of the Structure Plan’s assessment of strategic demand and supply for the minerals it is proposed to extract.

para 13.4

## **POLICY M2: Criteria for Assessing Proposals for Mineral Extraction**

The Council will require proposals for mineral extraction to meet the following criteria:-

para 13.5

- (a) there will be no unacceptable adverse effect on the amenity of nearby residents in terms of statutory air quality objectives, noise, dust or other nuisances;
- (b) there are adequate arrangements for dealing with increased traffic generation, both locally and on the wider transportation network;
- (c) there will be no unacceptable adverse effects on the public water supply, watercourses and land drainage;
- (d) extraction will be carried out over an agreed period of time;
- (e) appropriate arrangements are incorporated within the proposal to ensure restoration and beneficial after-use of the site following cessation of extraction. Normally restoration will require to be carried out in phases as extraction progresses.

# 14 Waste Management

## OVERVIEW

14.1 The subject of waste management is gaining a greater importance in development plans, because of the rapid increase in waste production and the consequent need to find sites for its disposal. This has been happening at a time when incinerators have been closed down because of concerns about their effects on air quality and health.

14.2 Domestic waste collected within the Council's area is currently taken to a waste transfer station at Linwood, and thereafter transported to a landfill site in Lanarkshire.

14.3 There are at present three operational landfill sites for non-domestic waste within Renfrewshire, i.e. Linwood Moss, Reilly Quarry and Southbar, with planning permission having been granted for the infill of Spring Grove Quarry at Kilbarchan. In addition there are various other waste treatment and disposal facilities, including civic amenity sites, waste transfer stations and recycling facilities.

## WHAT WE WANT TO ACHIEVE

### 14.4 Objective

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

14.5 Waste disposal is by its nature an unsightly and disruptive activity; the Council will therefore only allow developments related to waste disposal where the disruption to the surrounding area is acceptable. It will also require the restoration of the land for a beneficial use following cessation of activity. The Council's approach is in line with national planning guidance on waste management, as embodied in NPPG 10 - "Planning and Waste Management". The NPPG lists a number of matters which it may be appropriate for local plans to deal with, mainly involving identifying sites for various waste management facilities and including appropriate policies. In many instances the matters do not have any relevance at present to Renfrewshire.

14.6 The Scottish Environment Protection Agency (SEPA) has prepared a National Waste Strategy for Scotland, the purpose of which is to set out the policies and provide the framework by which Scotland can move towards a more sustainable and integrated approach to waste management. This states that development plans should take account of the objectives of the strategy, to help establish an integrated network of waste management facilities. The next stage in the process is for an Area Waste Plan to be prepared jointly by the eight local authorities within the Structure Plan area, in conjunction with SEPA. This will develop the best practicable environmental option for the disposal and treatment of waste arising within the area covered by these authorities. The Area Waste Plan is currently at draft stage, and accordingly there are no proposals at present which require to be reflected in the Local Plan.

POL W 1

NPPG 10 paras 24, 25, 40, 41-51, 99

14.7 The Council's strategy is also in accordance with the Structure Plan, which states that the development of specific policies and guidance on the requirements for specific types of waste management facilities will be provided by the Area Waste Plans produced as a requirement of the National Waste Strategy. In the meantime the Structure Plan requires that any new proposal for a waste treatment or disposal facility will have to be justified in terms of Strategic Policies 9 (Assessment of Development Proposals) and 10 (Departures from the Structure Plan). In doing so a balance will need to be struck between the proximity principle, regional self-sufficiency, local amenity and the guiding principles for sustainable development, particularly relating to transport.

14.8 The Council has approved a Draft Local Agenda 21 Strategy 2000-2020 for submission to the Scottish Executive. One of the themes covered in the document is "Waste", and within this four action points are expressed as Council policy, viz:- (1) reducing the production of waste, (2) reusing materials where possible, (3) recycling everything possible, and (4) recovering energy from waste residue. Local Agenda 21 matters will now be progressed through the Community Planning process.

## POLICY

### **POLICY W1: Criteria for Assessing Proposals for Waste Disposal Facilities**

The Council will require proposals for the provision of waste disposal facilities, including landfill sites, waste transfer stations and incinerators, to meet the following criteria:-

- (a) the objectives of the Area Waste Plan are satisfied;
- (b) there will be no unacceptable adverse impact on the amenity of nearby residents in terms of statutory air quality objectives, noise, dust, smell, gas, leachate or other nuisances;
- (c) the site will be adequately screened while in operation;
- (d) there are adequate arrangements incorporated within the proposal for dealing with increased traffic generation, both locally and on the wider transport network;
- (e) there will be no unacceptable adverse effect on the public water supply, watercourses and land drainage;
- (f) there are arrangements in place to ensure restoration and beneficial after-use of the site, within a stated maximum period of time. Normally, restoration will require to be carried out in phases as infill progresses.

## REFERENCES

SP paras 12.14-12-16

Draft LA21 Strategy para 9.1

## TEXT REFERENCES

para 14.5

# 15 Telecommunications

## OVERVIEW

15.1 The role of planning in the development of telecommunications networks has recently attained a higher profile, because of public concern over the proliferation of base transmitters and radio base stations for the various mobile telephone operators, and also because of health concerns. The Scottish Executive has introduced new planning procedures for telecommunications developments, and has issued revised advice in the form of an NPPG and a PAN.

## WHAT WE WANT TO ACHIEVE

### 15.2 Objective

**While recognising the economic and social benefits of a modern mobile telecommunications network, to ensure that this is not achieved at the expense of unacceptable damage to the environment and detrimental visual impact**

15.3 The Council's approach is in accordance with the Government's policy to extend the mobile telecommunications network, while maintaining competition between the various operators. An NPPG and a PAN on radio telecommunications have been issued.

15.4 The NPPG emphasises the need to protect areas of particular value to the community for natural and built heritage conservation purposes. Certain designated areas where there are no permitted development rights are specified in a General Permitted Development Order. It is essential to minimise the effect on the environment and the surrounding area likely to be caused by any proposed development.

15.5 In regard to health concerns, operators are required to certify that their proposals meet certain international standards when they submit applications for planning permission.

## POLICY

### **POLICY Tel 1: Assessment of Proposals for Telecommunications Development**

The Council will require proposals for telecommunications developments to comply with the Council's approved policy framework for assessment of planning applications for installation of telecommunications apparatus. The framework is reproduced in PANEL Tel 1.

NPPG 19 paras 1, 2, 11  
PAN 62

NPPG 19 paras 48-52

GPDO  
POL Tel 1

NPPG 19 paras 53-55

## TEXT REFERENCES

paras 15.3-15.5

## **PANEL Tel 1: Policy Framework for Assessment of Planning Applications for Installation of Telecommunications Apparatus.**

### **A. Ground Based Masts:**

Within both urban and rural areas, ground based masts should be located to minimise the contrast between the structure and ancillary equipment and the setting or background.

#### **i. Industrial Areas**

Within industrial areas lattice-style masts will generally be considered acceptable, and mast sharing will be encouraged where possible. The overall height of individual masts will be considered in relation to the height of existing structures or buildings in the vicinity and any natural screening or landscaping which may be available.

#### **ii. Commercial Areas**

Within commercial areas streetworks installations of the monopole type will be generally considered acceptable. Such masts should ideally be viewed against an existing backdrop or screened by existing trees or buildings where possible. Equipment housing should be kept to the minimum size necessary, should be located immediately adjacent to the mast and screened where possible.

#### **iii. Residential Areas**

Within residential areas streetworks installations of the monopole type will generally be considered acceptable. Where possible, monopoles should be viewed against an appropriate back drop and should not be positioned directly facing the main frontage of residential properties.

#### **iv. Conservation Areas and Affecting the Setting of Listed Buildings**

Within Conservation Areas and affecting the setting of listed buildings lattice-style masts will not generally be considered acceptable. Monopole masts of an appropriate design and height will be considered acceptable within conservation areas and where they affect the setting of listed buildings if they are viewed against an appropriate backdrop and do not detract from the townscape qualities of the conservation area, or detract from the character of the listed building.

#### **v. Rural Areas**

Within rural areas ground based masts should be located to take account of natural landscape features, or be located adjacent to, or within groups of existing trees. Mast sharing will be encouraged where possible, although any resultant increase in height of the mast will be considered on its merits. The mast design shall take account of its setting and should be painted, where relevant, to blend with its backdrop.

### **B. Installation of Equipment on Buildings:**

i. Within industrial and commercial areas and on high rise residential properties the installation of equipment on buildings will generally be considered acceptable, and site sharing will be encouraged where possible. Antennae should generally be pole mounted to the side of buildings and painted to match the building's exterior, equipment housing should be kept to the minimum size necessary and located within the building or on hidden elevations. Otherwise equipment should be grouped together on the rooftop of

the building and screened where possible by existing features on the roof of the building. The total number permitted will be dependent on the building's height and location, and whether it is possible to screen the antennae with existing features.

ii. The installation of stub masts on the roof tops of buildings will not generally be considered acceptable in commercial or mixed commercial and residential areas, but may be acceptable in industrial areas dependent upon the height and location of the building on which they will be installed.

iii. The installation of antennae on buildings within a conservation area will not generally be acceptable except where they can be wholly hidden from public view, or can be disguised as an architectural feature of the building.

iv. The installation of antennae to the exterior of listed buildings will only be considered in exceptional circumstances where the antennae are wholly concealed or disguised as part of the building and do not detract from the character of the building. Equipment housing should ideally be located within the building and should not detract from the character of the building.

Generally, the installation of antennae and equipment housing within a listed building will be considered acceptable where it is demonstrated that there will be no adverse impact to the appearance or character of the building.



# Renfrewshire Local Plan



## Safe Environment

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# 16 Flooding and Sustainable Urban Drainage

## OVERVIEW

### Flooding

16.1 Flooding has become a matter of major importance in Renfrewshire. Flooding can arise from a number of sources including water from rivers (fluvial), the effects of tides and also from surface water run-off. The recent flooding events within Renfrewshire have led to the Council giving a high priority to implementing flood prevention measures and seeking to minimise the risk of flooding in the future. Although the best current advice on the effect of climate change is that rainfall is likely to increase, resulting in a higher risk of flooding events, there is a shortage of quantifiable and robust information to enable the Council to be specific in predicting future flooding events of the type which have occurred in Renfrewshire. In these circumstances national planning guidance advises that a precautionary approach should be taken. This approach involves taking action now to avoid possible damage where the scientific evidence for acting is inconclusive but the potential damage could be significant.

16.2 The Council takes an integrated approach to managing flood risk and takes the whole catchment into account when assessing the implications of development proposals. The Local Plan policies require Flood Risk Assessments to show that there will be no unacceptable adverse impacts from development; this will include impacts on environmental resources within the development site itself and elsewhere in the catchment. This approach is implicit in the Water Framework Directive and the requirements under this Directive will be incorporated into the Local Plan through future review and update.

### Sustainable Urban Drainage Systems (SUDS)

16.3 Sustainable Urban Drainage Systems (SUDS) involve the introduction of new methods to control surface water run-off close to its origin and before it runs into watercourses. SUDS are concerned with the quality of water discharged but also have the potential to moderate the flow of surface water run-off into watercourses and thereby assist in reducing the risk of flooding. This is a newly developing area of expertise and the Local Plan provides the basis for the introduction of suitable measures in new developments. The Council is preparing design guidance for Sustainable Urban Drainage Systems which will assist in the implementation of an integrated approach to managing flood risk.

## WHAT WE WANT TO ACHIEVE

16.4 Protection from flooding is identified as an important issue in the Community Plan. It is an issue which has implications both for community safety and protection of the environment. The Local Plan has a major role to play in securing the aims of the Community Plan in this matter. The assessment of flood risk and the development of measures to protect against flooding are complex matters and an attempt is made below to explain some of the technical issues which must be taken into account. There is very little established expertise and good practice in the preparation of policy for flooding and SUDS

in local plans. The policies set out below take careful account of national guidance and Structure Plan policy and aim to give a clear framework for establishing where the risk of flooding requires to be assessed by SEPA and to set out standards and requirements for new developments to deal with the risk of flooding and the need to incorporate SUDS. The effectiveness of the policies will require to be carefully monitored and reviewed to ensure that they achieve the Council's objectives.

## OBJECTIVES

- 1) To set minimum standards to reduce the risk of flooding in new developments, particularly residential areas.**
- 2) To ensure that 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.**

### **1) To set minimum standards to reduce the risk of flooding in new developments, particularly residential areas.**

16.5 The Scottish Executive provide guidance in the National Planning and Policy Guideline (NPPG) 7 - "Planning and Flooding." In accordance with government advice the Council will take a precautionary approach to flooding and will seek to minimise and reduce the risk of flooding and will seek to manage the risk of flooding only in cases where other reasons for granting permission take precedence over flood risk.

NPPG 7 para 42,  
POLS F2, F3b

16.6 The Structure Plan provides specific policy guidance on flooding, including a requirement to ensure that:-

SP para 9.4-9.5,  
SP Pol 9B viii

- new development is located so as to avoid the risk of flooding.
- new development will not have an adverse effect upon, or compromise the effectiveness of, flood plain areas.
- flood protection measures will not increase the risk of flooding elsewhere or have an unacceptable effect on the environment.

POL F3

### **2) To ensure that 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.**

POLS F1a, F2, F3

16.7 The Council's objective is to develop a planning framework which will allow flooding matters to be identified as early as possible in the development process and to ensure that:-

- the public and developers are fully informed of flooding issues within the Council area
- flooding issues are fully evaluated

- these issues are taken into account in determining applications for planning consent and appropriate flood prevention measures are incorporated into development proposals.

16.8 The National Planning Policy Guideline, NPPG 7 - “Planning and Flooding” supports this objective and advises that local plans should:-

- indicate where a degree of flood risk exists in their area
- define areas where new development should be avoided
- define areas where the threat of flooding can be managed, drawing on the views of consultees
- make developers and the public aware of the risk in specific areas and the consequent restraint on new development
- show on the proposals map areas where consultation with SEPA will be required for specific types of development.

NPPG 7 para 59  
POL F1b

16.9 The council’s objectives complement and augment Structure Plan guidance which states that:-

- councils will consult on development proposals and development plan allocations to determine the need for a flood risk assessment
- measures should be incorporated in development proposals to meet good practice and design guidance in respect of Sustainable Urban Drainage Systems
- developers should fund the construction, and make arrangements for the continued maintenance of flood prevention works.

SP para 9.5

#### **Alternative Approaches to Local Plan Flood Policies - Flood Area and Risk Based.**

16.10 There are two broad approaches which could be used in the Local Plan to define areas within which new development proposals should be subject to assessment of the risk of flooding. These are firstly, a flood area based approach, and secondly, a risk based approach. The flood area based approach would aim to define boundaries on the proposals map which would represent areas liable to flooding and would incorporate appropriate policies to restrict development in these areas. This approach is suited to situations where there is a predictable and known flood risk, for example in low lying coastal areas or well established flood plains.

16.11 In Renfrewshire the experience has mainly been of localised flood incidents arising from a varied combination of rainfall events and associated influences as well as tidal effects from the River Clyde. The flooding at Renfrew Ferry/ Ferry Road arises from a combination of the effects of the tide, the level of the River Clyde, and the wind. Flooding has occurred fairly regularly in this location and a flood warning system has been put in place by the Scottish Environment Protection Agency which takes account of the various causal factors and issues warnings prior to potential flooding incidents. Flooding elsewhere in Renfrewshire can be unpredictable and depends, among other things on:- patterns of localised rainfall; the effect of this on, and the performance of, drainage systems; the effect of flood prevention measures; local topography; as well as the location

of development in relation to the natural flood areas of water courses. In addition, there are areas of flood plain within the Council area which flood regularly. However, as work on the recording of flood events has concentrated on the developed areas of Renfrewshire, where flooding has the greatest adverse impact, these flood plain areas, which in the main lie outwith the built up area, have not been comprehensively plotted in detail. As a result, there is insufficient detailed and verified information available to identify all of the areas which may be subject to flooding and may act as flood attenuation areas. It is therefore not possible to show these on the Proposals Map.

16.12 The assessment of flood risk, set out in Flood Policies F1 and F2, therefore employs a risk based approach.

POLS F1, F2

### **Consultation Procedures**

16.13 This risk based approach which the Council will employ involves the use of a set of indicators specified in Policy F1, which can be used to establish whether the risk of flooding is a matter which requires to be the subject of consultation. These indicators will be used, in the first instance, to identify areas which are within or close to known or potential flood risk areas, are located close to rivers, culverts or other areas of water, or where the nature of the development proposal raises flood related issues. In addition, the Institute of Hydrology Maps of flood risk areas associated with non-tidal watercourses, will also be taken into account. It should be noted that the Institute of Hydrology 100 year Flood Maps and SEPA data on the 1984 and 1994 flood events are available for inspection at SEPA offices. These indicators will be used to identify development sites where consultations with SEPA may be required in respect of flooding. The Council will take account of the nature and scale of development proposals in the application of Policies F1 and F2. It is considered that, in view of their nature and scale, householder applications will generally not require to be subject to a Flood Risk Assessment. To assist in this the Council will prepare guidelines which will assist in categorising the applications which should be covered by Policy F2. The Council will also instigate a procedure to notify applicants where development proposals are located within an Area Based indicator, or are affected by a Site Based indicator set out in Policy F1.

POL F1b

16.14 Under the terms of the Environment Act 1995, SEPA has a responsibility to assess, as far as it considers appropriate, the risk of flooding in areas throughout Scotland. If requested by a planning authority SEPA is required to provide advice on flood risk on the basis of any information which it holds. In determining whether there is a need to consult with SEPA, the Council will take account of the nature and scale of the development proposal and the potential risk of flooding. Consultations on flood risk will be undertaken where a development proposal is likely to result in a material increase in the number of buildings at risk of being damaged by flooding. A consultation procedure has been agreed between SEPA and COSLA and the policies of the Local Plan provide guidance on how consultations will be undertaken. To assist in determining whether the Council should consult with SEPA the Council will maintain and update the data covering flood events. It is acknowledged that the Council does not hold an exhaustive record of information on past flood events and on areas which may be at risk of flooding. The Council will seek to improve and extend its information on flooding. Data on new flood events will therefore be taken into account in the assessment of the risk of flooding, as this becomes available from SEPA and from other sources; this will include the biennial report on flooding and flood risk assessments submitted to or commissioned by the

Council. The Council will, where possible, hold in mapped form the information on area based flood consultation criteria shown as criteria a) to i) in Policy F1. These maps will be made available for public inspection.

### **Assessment of Development Proposals**

16.15 The Council will ensure that, where flood risk assessments are required, these are carried out to the standard set out in the Local Plan and comply with guidance provided by SEPA, and that the findings of any assessment are fully taken into account in the consideration of development proposals.

16.16 National planning guidance emphasises that, whilst the Council has a responsibility to consider flood risk in determining applications for planning consent, developers and owners also have a liability. Whilst the Council will ensure that development proposals are fully evaluated it will also wish to make clear to property owners that they have the primary responsibility in respect of flooding. They should specifically note that:-

(a) the primary responsibility for safeguarding land or property against flooding lies with the owner

(b) it is the responsibility of applicants for planning consent to undertake any necessary assessment of the risk of flooding

(c) approval of planning consent does not imply the absence of flood risk.

## **FLOOD RISK AND STANDARDS FOR FLOOD PROTECTION**

### **Flood Risk**

16.17 The estimation of flood risk involves the evaluation of the statistical probability and the scale of the potential consequences of flooding. The degree of risk is calculated from historic data and expressed in terms of the expected frequency of a flood of given magnitude; floods of greater scale are expected to occur less often than floods of a smaller scale. The risk is expressed in terms of return periods, e.g. a 10 year, 50 year or 100 year flood. It is important that this term is properly understood. The meaning of the return period is that there is a 10%, 2%, and 1% chance respectively of a 10 year, 50 year or 100 year flood happening in any given year. The calculation of return periods is based, in the first instance, on the assumption that historical records of floods represent a reasonably unbiased sample and that the conditions (e.g. climate and land use) have been basically constant during the period of the record. As the climate and land use have changed and continue to change, flood return periods require to be adjusted as new flood events are recorded. In estimating future flood return periods the potential implications of forecast future climate change need to be taken into account. Flood return periods are therefore commonly based on projected climate change to 2050.

### **Standards for Flood Protection**

16.18 The effect of flooding will depend on the nature of the development and land use affected. For example the impact of flooding on people's lives is likely to be higher where residential property is flooded rather than, for example, factory premises. It is established practice that in setting levels of protection from flooding, these are assessed in terms of flood return periods described above. The insurance industry has suggested a template to define different categories of development and to look at the risk factors which determine

POL F2

NPPG 7 paras 5, 41,61

POL F4

POL F4

whether different types of development would be appropriate in particular risk areas. (See Appendix 3 of “The implications of climate change for UK insurers - an update and outlook to 2020”, David Crichton, (1999)).

16.19 In order to allow for a consistent approach towards flood protection, Policy F4 provides guidance on the levels of protection against flooding which will be sought by the Council. A 100 year return period is the minimum standard required by the Scottish Executive for flood prevention schemes which protect existing developments that were built prior to recent understanding of the effects of climatic change and experience of recent flooding problems. For new development the Council considers it to be desirable to aim for a higher level of protection than this minimum standard. Recent research published by the Scottish Executive, “Climate change: review of levels of protection offered by flood protection schemes” tentatively suggests that design levels of flood protection schemes should take into account climate change predictions. This could mean that rather than adopting a 100 year level of protection, the 200 year event should form the basis for design or that the potential for increasing the level of defences are built into schemes. Policy F5 uses the standard of protection set by the Scottish Executive for use in current flood prevention schemes as a minimum standard, and those set by the insurance industry are employed as targets for assessing the required standards of protection against the risk of flooding in new development. There will be a presumption that residential developments will be protected to the target 200 year flood return period level and to take account of projections of climate change by 2050, a 20% factor should be added to the determined flood flow quantities.

16.20 The Council will ensure that where flood prevention measures are required, they are designed, implemented and maintained to a standard acceptable to the Council. The recent research into levels of flood protection, to which reference is made above, advises that, in view of the uncertainty over predicting future flood levels, it may be advisable to allow for future raising of defences at minimum cost.

POLS F3a, F3e, F3f, F3g

## SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

### Environmental issues and SUDS

16.21 Although SUDS are considered under the flooding topic within this Local Plan it must be emphasised that environmental and amenity objectives, in particular the quality of water discharged to water courses, are equally important in the consideration of SUDS. The evaluation of the need for SUDS and their design and implementation will therefore take account of environmental and amenity considerations as well as flooding issues.

POL F3e

16.22 SUDS are a newly developing area of expertise. Guidance on SUDS was issued by the Construction Industry Research and Information Association (CIRIA) in 2000. The document, “Sustainable Urban Drainage Systems: Design Manual for Scotland and Northern Ireland” has been endorsed by the Scottish Executive and also Scottish Water. It provides advice on the introduction of new methods to control surface water run-off as close to the origin as possible and before it runs into watercourses. The Scottish Executive have issued PAN 61 - “Planning and Sustainable Urban Drainage” which gives good practice advice on SUDS and complements the CIRIA Design Manual. The Structure Plan requires that appropriate provision of SUDS is made by the developer in new developments. It is important to emphasise that all proposals for development

SP Pol 9C iv  
SP para 9.5 (iii)c



should take account of the potential effects which any surface water run-off can have on flooding elsewhere and the polluting effects which it can have on water courses and the soil. The use of SUDS does not apply only to areas which may be subject to a risk of flooding; any new developments can increase pollutants flowing into water courses and also increase flows downstream, and so increase the risk of flooding. This is particularly so for development on greenfield sites, but the downstream impacts can also be significant from brownfield sites where the existing drainage system may not have the capacity or be in a fit condition to accommodate additional surface water run-off.

16.23 SUDS assist in moderating the flow of surface run-off into watercourses, and thereby assist in alleviating flooding and help to reduce pollution and protect water resources. They can involve moving away from traditional piped drainage to engineering solutions that mimic natural drainage solutions. The Council is preparing a manual on SUDS which will provide further more detailed guidance on their design and implementation and will build upon the guidance contained in the CIRIA manual. In addition, guidance on the application of the flood risk criteria will be included thereby integrating the consideration of drainage and flooding within a “whole catchment” philosophy. The relevant aspects of this local guidance will be incorporated into the Local Plan when the guidance has been approved by the Council. For the time being, the Council will utilise the CIRIA Manual “Sustainable Urban Drainage Systems: Design Manual for Scotland and Northern Ireland” as the basis for setting requirements for SUDS.

#### **Developer Contributions**

16.24 In accordance with Policy Inf 1 and para 8.12, the Council will ensure that developers not only provide flood prevention measures but also make arrangements for continued maintenance. National planning guidance advises that, “Where the developer intends to provide flood defence works, either in full or as part of an overall scheme, responsibility for long term financing of maintenance should be agreed at the planning permission stage.” It suggests that Councils may consider entering into an agreement with developers under Section 75 of the Town and Country Planning (Scotland) Act 1997 to ensure continued maintenance commitments are met. Provision is made in the Structure Plan to give effect to the Council’s intentions. Structure Plan Policy 9C requires that developers make appropriate provision for infrastructure required to make a development proposal acceptable, to make provision for Sustainable Urban Drainage Systems, and also to make provision for the maintenance of such measures. Accordingly, where a developer provides flood prevention measures or Sustainable Urban Drainage Systems as part of a development proposal, the Council will require appropriate arrangements to be made for the continued maintenance of the measures. The arrangements must recognise and make provision for the complexity of potential maintenance requirements, including engineering works above and below ground, plant and equipment, land ownership, and ground maintenance liabilities. Where appropriate, this will be subject to an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997.

#### **Flood Prevention Proposals**

16.25 The Local Plan requires to make appropriate allocations of land for the programmed proposals of the Council. The Council is required by the Flood Prevention and Land Drainage (Scotland) Act 1997 to publish every 2 years, a report on flooding. Among other things the report provides a summary of the extensive works which the Council is undertaking to reduce the risk of flooding within Renfrewshire. The Local Plan requires to represent those proposals which have land use implications and which are prepared to

POL Inf 1, F3e

NPPG 7 para 62

SP para 9.5 (iii) (d)  
SP POL 9C (i)



SP para 9.4

PROP F1

a stage where the extent of the scheme is fully identified. This accords with the Structure Plan which commits councils to identify specific requirements for flood defences. Flood Proposal 1 identifies one proposed flood prevention scheme which meets the above criteria. This is shown on the Proposals Map.

16.26 The Council has commenced the promotion of a Flood Prevention Scheme at North Renfrew on the River Clyde. The Council has agreed to appoint specialist consultancy services to advise on the promotion of the scheme. The proposed flood prevention scheme at North Renfrew, on the River Clyde, consists of two main elements:-

(a) A barrier, either a wall or earth bund, constructed from the existing Braehead Development to the area east of Renfrew Golf Club to prevent inundation of North Renfrew from tidal surges on the River Clyde; and

(b) A pumping station and diversion of surface water drains and watercourses to drain the area behind the barrier during flood events.

The target date for the publication of the Flood Order covering this proposal is summer 2004. Any land use implications resulting from this scheme will be taken into account in the future review and update of the Local Plan.

## POLICIES

### POLICY F1

#### Assessment of Development Proposals

a) The Council will assess applications for planning consent to establish the risk of flooding to which the development will be subject, the effect which the development will have on the risk of flooding elsewhere, and the effect on flood plains and flood attenuation areas.

(N.B. The application of this policy, particularly in relation to “Householder Planning Applications” is elaborated in paragraph 16.13)

#### Consultation Procedure

b) The Council will give specific consideration to the need to consult with the Scottish Environment Protection Agency (SEPA) in respect of flood risk arising from any application for planning consent which relates to land or premises where one or more of the following circumstances is known to apply or as otherwise determined by the Council:-

#### Area-Based Indicators. Where the proposal is:-

- a) within 50 metres of a flood event based on the 1984 and 1994 SEPA Flood Data;
- b) within 50 metres of a flood risk point based on the 1994 SEPA Flood Data;
- c) within 50 metres of a recorded occurrence of flooding held by the Planning and Transport Department;
- d) traversed by or within 50 metres of a water course;
- e) within 50 metres of an area of standing water, including lochs, ponds, water retention features and reservoirs;

## TEXT REFERENCES

paras 16.7, 16.12

paras 16.8, 16.13-16.14

- f) at or below the 5 metre contour Ordnance Datum Newlyn;
- g) within 50 metres of a combined storm overflow location;
- h) traversed by or within 50 metres of a culvert greater than 900mm;
- i) shown as an area at risk of flooding in the Institute of Hydrology 100-year Flood Maps

**Site-Based indicators. Where the proposal :-**

- j) is likely to involve culverting, construction or diversion of a water course;
- k) involves development in or adjacent to a flood bank or any flood control structure or other existing or proposed flood prevention measure;
- l) involves raising land or other flood remedial measures in an area susceptible to flooding;
- m) may have an effect on flooding elsewhere in the catchment area;
- n) is within an area of previous hydrological study;
- o) is subject to representations which refer to a history of flooding on the site.

## **POLICY F2**

### **Assessment of Development Proposals - Flood Risk Assessments**

The Council will require a Flood Risk Assessment to be carried out by the applicant in respect of development proposals, on the basis of the Risk Framework set out in Scottish Planning Policy 7, where the Council considers it to be necessary, taking into account Policy F1 and advice from the Scottish Environment Protection Agency. A Flood Risk Assessment should:

- identify and quantify sources of flooding
- assess the risk to the proposed development
- assess risk to life
- describe how the risk is to be managed, if appropriate
- show that there will be no adverse impacts from works
- show how surface water discharge is to be managed in terms of flood risk
- show how flood prevention measures and other areas of the development will be able to be accessed and egressed during the flood event for which they have been designed
- specify and assess maintenance implications.

The Flood Risk Assessment will also require to adhere to the guidance on the “Requirements for Undertaking a Flood Risk Assessment” contained in Annex B of the SEPA - “Planning Authority Protocol on Flooding Issues”.

paras 16.7, 16.8,  
16.15-16.16

### **POLICY F3: Fulfilment of Flood Prevention and Sustainable Urban Drainage Requirements**

The Council will not grant planning consent for a planning application unless it meets the following requirements:

- a) The results of any Flood Risk Assessment relating to the development have been fully taken into account in the design and layout of the development and that flood protection measures are designed to the Council's satisfaction
- b) The development is not subject to an unacceptable level of risk of flooding and that the Council is satisfied that it can be adequately protected from the risk of flooding in accordance with the standards set in Policy F 4
- c) The development will not generate an unacceptable risk of flooding elsewhere
- d) The development will not have an adverse effect on or compromise the effectiveness of flood plains or flood attenuation areas
- e) Satisfactory provision is made for Sustainable Urban Drainage Systems
- f) Appropriate measures are agreed in respect of continued maintenance of the flood protection measures and Sustainable Urban Drainage Systems
- g) The design and layout of the flood defences, including culvert grilles, provide for satisfactory access by plant and personnel for management, monitoring and maintenance and that adequate rights of access across land is secured to allow for this.

paras 16.20

paras 16.5-16.6

para 16.5-16.6

para 16.6

paras 16.21-16.23

POL Inf 1  
para 16.20 and 16.24

paras 16.20 and 16.24

### **POLICY F4: Standards of Flood Protection**

The Council will employ the following standards of flood protection in the assessment of new development proposals. The assessment will include the need for access and egress for, among other things, evacuation, emergency vehicles and inspection and maintenance of flood prevention measures.

Where a development involves more than one use, the standard of flood protection set out below will apply individually to each use contained by the development or where it is not possible to separately identify flood protection standards for each component use, the standard for the use with the highest level of protection will apply to the whole development.

To take account of projections of climate change to 2050, a 20% factor should be added to the determined flood flow quantities. This factor should be applied unless alternative magnitudes are submitted to the satisfaction of the Council. In addition, a freeboard allowance should be added to provide increased confidence that the predicted level of protection will be met.

**(A) Strategic Sites including hospitals, emergency services/centres, strategic supplies/sub-stations, telecommunications and other developments of a strategic nature which require to operate at times of flooding.**

Paras 16.18 - 16.21

These will not be permitted in areas at risk from flooding. Consequently the risk of flooding will require to be fully assessed in respect of these types of development, if necessary through the preparation of a flood risk assessment.

### **(B) Residential developments.**

The standards for residential developments will apply to houses and also associated garages. The design and layout of residential developments should provide for access by emergency services during flood incidents.

#### **(i) Minimum Standard**

The Council will require all developments to provide an absolute minimum level of protection for a 100 year return period with a freeboard allowance. (Guidance on freeboard allowance will be included in the Enhanced SUDS Guidelines.)

#### **(ii) Desired Standard**

Residential developments should provide flood protection to the standards set out below

<b>Type of residential development</b>	<b>Desired level of flood protection</b>
a) All residential development	200-year flood return period.
b) Sheltered housing	These will not be permitted in areas at risk from flooding.
c) Bungalows and ground floor flats with no access to upstairs	500-year flood return period.

### **(C) Other types of development**

For other types of development proposal no specific return period is specified. In such cases the Council will assess the risk of flooding against the particular merits of the proposal. Particular consideration will be given to:-

(i) specific locational requirements of the development and the availability of alternative locations.

(ii) health and safety implications and the need for access, egress and evacuation. The Council will require specific consideration of, and provision of, measures to provide for these where:-

- the development will attract the public especially vulnerable people such as children and old people (e.g. health centres and leisure centres)
- large numbers of the public will gather and where evacuation routes are limited
- hazardous materials are stored or processed.

### **PROPOSAL F1: Flood Prevention Scheme**

Land shown on the Proposals Map is proposed for the construction of the Flood Prevention Scheme listed in Table F1.

para 16.25-16.26

**Table F1 Flood Prevention Scheme**

River Catchment	Location of Scheme	Status
R Gryffe	Crosslee	Flood Prevention Order Made February 2001. Start Spring 2002

# 17 Contaminated Land

## OVERVIEW

17.1 As part of the Government's and the Council's commitment to sustainable development, the legacy of past contamination has to be dealt with, and new contamination prevented. Contamination can be caused by a variety of substances which pose an immediate or long-term threat to human health and the environment generally. Such contaminants may escape from the site to cause air, land or water pollution. The planning system has a key part to play in addressing these problems. The possibility of the existence of contamination must always be a consideration when assessing proposals for the development of land, and, when considering proposals for certain types of new development, there must be assurance that approval will not lead to contamination. Since July 2000, local authorities have had new duties under Part IIA of the Environmental Protection Act 1990 to inspect their areas to identify and remediate contaminated land, making it suitable for its current use. The role of the planning system is to ensure that land is suitable for its proposed use.

## WHAT WE WANT TO ACHIEVE

### 17.2 Objective

**To ensure that, in assessing development proposals, particularly involving brownfield land, the protection of the population and the general environment from the possible effects of contamination is given due consideration.**

POL C1

17.3 The main objective of the Local Plan is to ensure that, in consideration of development proposals, particularly involving brownfield land, the protection of the health of the population and the general environment from the possible effects of contamination is taken fully into account.

17.4 The Council's approach in dealing with contaminated land is in line with national planning guidance which advises that planning authorities are expected to encourage and promote the re-use of brownfield land, including contaminated sites, and that possible remediation costs should not be a deterrent to allocating contaminated land for development.

PAN 33 paras 27, 30

17.5 The Council's strategy is also in accordance with the Structure Plan, within which one of the Guiding Principles for Sustainable Development is to give priority to the decontamination of derelict urban land.

SP - para 6.7

**POLICY****POLICY C1: Consideration of Development Proposals involving Land which may be Contaminated**

The Council will, in assessing an application for development involving land which it considers may be contaminated, require the applicant to provide the necessary information to establish whether contamination is present. This shall be in the form of a report from a professionally qualified source, and shall describe the soil and ground conditions prevailing over the application site, including details of the nature, concentration and distribution of such contaminants. Should the application be approved, conditions will be attached to the consent to ensure that the necessary remediation action will be taken to remove or render harmless any contamination before the development proceeds.

paras 17.3-17.5

# 18 Noise

## OVERVIEW

18.1 Noise can have a significant effect on the environment and the quality of life of individuals and communities. While the control of noise is primarily achieved through environmental protection legislation (Environmental Protection Act 1990 and the Control of Pollution Act 1974), the planning system has a role to play in preventing and minimising the impact of noise through its influence over the location and design of developments. Planning Advice Note 56 - "Planning and Noise" sets out government advice on the role of the planning system on the control of noise. It gives advice on a range of issues of which the planning authority should be aware, including recommended Noise Exposure Categories, which should be used when assessing the suitability of new residential development being located near to an existing transport related noise source. Council policy, which was approved in 1994, also gives standards for industrial and other stationary noise sources.

## WHAT WE WANT TO ACHIEVE

### 18.2 Objective

**To ensure that noise-sensitive developments are separated from major sources of noise.**

18.3 The prevention and minimisation of noise which affects developments that are noise sensitive is important in order to achieve a standard which is appropriate for the particular use, and to ensure that a suitable and sustainable environment is created and maintained. The Council currently applies the noise standards contained within PAN 56 as a basis for dealing with transport related noise sources, and the 1994 Council-approved policy for other sources of noise including aircraft.

## POLICY

### POLICY N1: Noise Protection

The Council will protect noise sensitive developments (including housing, hospitals, educational establishments and offices) from the following sources:

Transport related noise: The standards contained in Annex 1 of Planning Advice Note 56 or any other standards subsequently approved by the Council, will be applied.

Aircraft noise and all other sources of noise: The standards approved by the former Renfrew District Council in 1994, or any other standards subsequently approved by the Council, will be applied.

POL N1

PAN 56 Annex 1

## TEXT REFERENCES

para 18.3





# 19 Major-Accident Hazards

## OVERVIEW

19.1 In 2000 the Scottish Executive issued new planning regulations on the control of major-accident hazards. The existing legislation required to be amended as a result of EC Directive 96/82/EC (the COMAH Directive). The regulations require planning authorities to adopt local plan policies with the objectives of preventing major accidents and limiting the consequences of any accident that should occur. These objectives should be achieved by adopting policies which maintain appropriate distances between relevant installations and residential and certain other areas, and, in the case of existing establishments, ensure that risks are not increased.

19.2 Renfrewshire Council, The Health and Safety Executive and the Scottish Environment Protection Agency are all involved in operating the legislative regime in respect of existing and proposed major-accident hazard sites. Further details of the procedures are set out in paragraph 19.4 below. Early contact with Renfrewshire Council in respect of any proposed hazardous development, or any development in the vicinity of an existing site is recommended. The number and location of sites will, of course, change over time. Information on the location of existing sites and their consultation distances can be inspected at the offices of the Council's Department of Planning and Transport and is also available from the Health and Safety Executive and the Scottish Environment Protection Agency.

## WHAT WE WANT TO ACHIEVE

### 19.3 Objective

**To minimise the risk to the public of a major accident posed by installations involved in the storage or processing of hazardous substances.**

19.4 The Council's approach reflects the Government's objectives of preventing major accidents and limiting the consequences of any accidents that should occur, as set out in the relevant legislation. The Health and Safety Executive will notify the Council of the consultation distance relating to each installation involved in the storage or processing of hazardous substances, on the basis of risk to human health and safety. If appropriate, the Scottish Environment Protection Agency and Scottish Natural Heritage will recommend a consultation distance, based on the potential risk to the natural and built environment. Any planning application falling within the consultation distance will be subject to consultation with the relevant authority in order to establish whether there is an appropriate separation distance from the hazardous installation. Similarly, consultation will take place with the relevant authorities, should there be any proposed development involving a new hazardous installation or a modification to an existing one, with the objective of ensuring that an adequate separation distance is maintained from residential and other land uses.

The Planning (Control of Major Accident Hazards) (Scotland) Regulations 2000  
Section 5  
POL Haz 1  
POL Haz 2

## POLICIES

### **POLICY Haz 1: Control of Development involving New or Existing Hazardous Installations**

The Council will not grant planning permission for any development comprising a new hazardous installation or modification of an existing hazardous installation falling within the scope of the relevant major-accident hazard legislation, if it will result in an unacceptable increase in the risk or consequences of a major accident to the surrounding population, or to places where significant numbers of people have occasion to gather (e.g. workplaces, educational or leisure establishments or transport links), or to areas of particular natural sensitivity or interest.

### **POLICY Haz 2: Control of Development Near to Hazardous Installations**

The Council will take advice from the Health and Safety Executive in respect of any development proposals located within the consultation distance from a potentially hazardous installation notified to the Council as falling within the scope of the relevant major-accident hazard legislation. The Council will require an appropriate separation distance between the hazardous installation and residential areas, areas where significant numbers of people have occasion to gather, and areas of particular natural sensitivity or interest.

## TEXT REFERENCES

para 19.4

para 19.4

## GLOSSARY OF TERMS

*N.B. The following are explanations of terms used in the local plan, not legal definitions.*

**Adoption:** The bringing into force of a local plan through a resolution of the Council.

**Affordable Housing:** Broadly defined as housing of a reasonable quality that is affordable to people on modest incomes. In some places the market can provide some or all of the affordable housing that is needed, but in other places it is necessary to make housing available at a cost below market value to meet an identified need.

**Ancient Monument:** see Scheduled Ancient Monument.

**Article 4 Direction:** The effect of such a direction is to remove certain permitted development rights, for example within a Conservation Area, thus requiring planning consent to be sought for a wider range of development types. The Council has greater control, therefore, over development taking place within such areas.

**Backland Development:** Development in a residential area to the rear of an existing residential property which does not have a direct road frontage.

**Below Tolerable Standard:** A house meets the tolerable standard if it:

- is structurally stable;
- is substantially free from rising or penetrating damp;
- has satisfactory provision for natural and artificial lighting, for ventilation and for heating;
- has an adequate piped supply of wholesome water available within the house;
- has a sink provided with a supply of both hot and cold water within the house;
- has a water closet available for the exclusive use of the occupants of the house and suitably located within the house;
- has a fixed bath or shower and a wash-hand basin, each provided with a satisfactory supply of both hot and cold water and suitably located within the house;
- has an effective system for the drainage and disposal of foul and surface water;
- has satisfactory facilities for the cooking of food within the house;
- has satisfactory access to all external doors and outbuildings.

**Biodiversity:** The total range of the variety of life forms on earth or any given part of it, the ecological roles they perform within ecosystems and the genetic diversity they contain.

**Birds Directive:** EC Directive 29/409/EEC on the Conservation of Wild Birds. The Directive protects all wild birds and their habitats within the European Community and gives member states the responsibility to designate Special Protection Areas (SPAs) within the European Community.

**Brownfield Land:** Land which has previously been developed. The term may encompass vacant or derelict land, infill sites, land occupied by redundant or unused buildings, and developed land within the settlement boundary where further intensification of use is considered acceptable.

**Comparison Shopping:** Shopping not classified as convenience shopping, which the purchaser will compare on the basis of price, quality and quantity before a purchase is made, e.g. clothes, fashion, gift merchandise, electrical goods, furniture.

**Conservation Area:** An area designated under Section 61 of the Town & Country Planning (Listed Buildings & Conservation Areas) (Scotland) Act 1997 or previous legislation. It constitutes an area of special architectural or historic interest which it is desirable to protect and enhance.

**Conservation Area Character Appraisal:** The definition of the special interest of the Conservation Area and the key elements that contribute to its character and appearance. A range of factors are considered including the archaeological significance of the area, the contribution of trees and open space and the building type and street layout. The Appraisal is intended to assist in reviewing the boundaries of the Conservation Area.

**Consultative Draft Local Plan:** An early stage in the local plan process, in which a draft of the local plan is produced to which the public can make comments, known as representations.

**Convenience Shopping:** Broadly defined as shopping for food, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption.

**Core Path Network:** A small network of paths identified through the Renfrewshire Access Strategy.

**Edge of Centre:** A location within easy walking distance of the town centre, and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes.

**Effective Housing Land Supply:** The part of the established housing land supply that is expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of housing.

**Environmental Assessment:** A systematic study of a project's effects on a wide range of environmental factors.

**Established Housing Land Supply:** The total housing land supply - including both constrained and unconstrained sites. This will include the effective housing land supply, plus the remaining capacity of sites under construction; sites with planning consent; sites in adopted local plans; and other land and buildings with agreed potential for housing development.

**Finalised Local Plan:** The version of the local plan which is prepared taking account of the responses to the public consultation on the consultative draft local plan. The public has a right to make objection to the finalised plan which must be considered before the plan is adopted by the Council.

**Gardens and Designed Landscapes:** Areas recognised as containing important parkland, woodland or planned gardens, often centred on a house or castle, which have been laid out for artistic effect. These sites may be included on the Inventory of Gardens and Designed Landscapes which is compiled and jointly maintained by Scottish Natural Heritage and Historic Scotland.

**Green Belt:** An area of open land surrounding the urban areas where there is a restriction on development.

**Greenfield Land:** Land which has never previously been developed, or fully-restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes, or outdoor recreation.

**Green Network:** An interconnected system of open spaces, rivers and walking and cycling routes permeating the urban areas and linking to the open countryside.

**Habitats Directive:** EC Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna. The Directive aims to contribute to the conservation of biodiversity by ensuring that measures are taken to maintain or restore certain habitats and wild species at a favourable conservation status. Article 10 of the Directive requires planning authorities to encourage the management of features of the landscape which are of major importance for wild flora and fauna.

**Housing Land Supply Report:** A document prepared annually by the Council which identifies the supply of land for housing within the Renfrewshire Council area.

**Housing Plan:** The document containing the housing policies and programmes for the next five years, prepared by Renfrewshire Council for consideration by the Scottish Executive as a basis for financial approval or commitments in the future.

**Industrial Land Supply:** Industrial land which will or could be made available for industrial development and which meets the criteria given in Annex 1: Marketable Land of NPPG 2 - Business and Industry.

**Landscape Character Assessment:** A systematic assessment of the landscape character of an area, including consideration of geology, land use, landform and man's influence.

**Listed Building:** A building of special architectural or historic interest, as defined in Section 1 of the Town & Country Planning (Listed Buildings & Conservation Areas) (Scotland) Act 1997. Such buildings are listed by the Scottish Executive and categorised A, B or C(S) according to their degree of national or local importance.

**Local Agenda 21:** A strategy produced by Renfrewshire Council outlining a framework of action to implement various processes at a local level, which will allow the Council to contribute to more sustainable development.

**Local Biodiversity Action Plan:** A mechanism for ensuring that nationally and locally important species and habitats are enhanced through focused local action, including the production of detailed programmes of action for individual species and habitats. The plan is being prepared jointly by Renfrewshire, East Renfrewshire and Inverclyde Councils.

**Local Housing Strategy:** The Housing (Scotland) Act 2001 requires that all local authorities prepare and submit a Local Housing Strategy. This document should comprise a comprehensive assessment of housing needs and conditions in their area and outline their strategy to tackle local housing issues.

**Local Nature Reserve:** A site designated and managed by the Council in conjunction with Scottish Natural Heritage to provide protection under Section 10 of the Local Government & Planning (Scotland) Act 1982. The main functions are to promote environmental education and the enjoyment and preservation of natural areas.

**National Planning Policy Guidelines:** A series of documents produced by the Scottish Executive as a statement of government policy on land use and other planning matters.

**Natura 2000:** The network of sites across the European Community designated under the Habitats and Birds Directives.

**Objection:** Following the publication of the finalised Local Plan, there is a period during which it is placed on deposit for receipt of any objections from the public. Such objections may subsequently be heard at a public local inquiry or considered by written submissions and are taken into account during the preparation of the adopted Local Plan.

**Paths for All:** An independent body set up to improve access for all walkers, horse riders and cyclists.

**Planning Advice Notes:** A series of documents produced by the Scottish Executive to provide advice on good practice and other relevant information on planning matters.

**Policy:** A statement in the local plan of the Council's attitude towards matters involving or related to land use.

**Precautionary Principle:** The Principle requires that the Council and other authorities should act prudently to avoid the possibility of irreversible environmental damage in situations where the scientific evidence is inconclusive but the potential damage could be significant.

**Prime Quality Agricultural Land:** Agricultural land defined by the Macaulay Land Use Research Institute as grades 1, 2 and 3.1. Grade 3.2 is also safeguarded through the Structure Plan 2000.

**Proposal:** A statement in the Local Plan of the intentions of the Council or of another body to carry out a development involving the use of land.

**Proposals Map:** The part of the Local Plan which illustrates on an Ordnance Survey base map the areas of application of site-specific policies and proposals. In order to display information at an appropriate scale, the Renfrewshire Local Plan Proposals Map actually consists of six maps printed on both sides of three sheets of paper.

**Public Local Inquiry:** Should objections be received to the finalised Local Plan, the Council may decide to hold a public local inquiry in order that objectors may be given an opportunity to expand upon their objections.

**Publicity and Consultation Statement:** A statutory document approved by the Council and published along with the finalised Local Plan. It contains a summary of each representation to the Consultative Draft Local Plan and the Council's response to it.

**Ramsar Site:** A site designated as a wetland of international importance under the 1971 Ramsar Convention.

**Renfrewshire:** The administrative area for which the Renfrewshire Council has responsibility as specified in the Local Government etc. (Scotland) Act 1994.

**Renfrewshire Joint Community Care Plan:** A document prepared for the Renfrewshire area under the NHS and Community Care Act 1990, compiled jointly by Renfrewshire Council, Argyll and Clyde Health Board and Communities Scotland.

**Representation:** A comment made on the Consultative Draft of the Local Plan. Representations are taken account of in the preparation of the finalised Local Plan and a summary of each and the Council's response to it is published in the Publicity and Consultation Statement.

**Section 75 Agreement:** An agreement under Section 75 of the Town & Country Planning (Scotland) Act 1997, which allows legally binding agreements to be entered into by Councils and the owners of land for the purpose of restricting or regulating the development or use of land. These agreements normally relate to matters which are outwith those which can be controlled through conditions attached to planning permissions.

**Scheduled Ancient Monument:** An ancient monument of national importance which has been scheduled by the Scottish Ministers under Section 1 of the Ancient Monuments and Archaeological Areas Act 1979.

**Single User High Amenity Site:** A large site intended for the use of one high technology business which requires a high standard of amenity. Such sites are to be focused primarily in development areas, which are to be well located in relation to the motorway and road network, have good access to a main airport and be readily available for development.

**Site of Importance for Nature Conservation:** A site considered by the Council to have important nature conservation interest, including wildlife or habitat.

**Site of Special Scientific Interest:** A site designated by Scottish Natural Heritage under the Wildlife and Countryside Act 1981 as being of national importance for biological or geological interest, and which requires protection from damage or deterioration.

**Social Inclusion Partnership Areas:** A programme established by the Scottish Executive in 1999 to regenerate disadvantaged communities which suffer from a combination of linked problems, such as unemployment, poor housing, high crime environment and bad health. There are eleven such SIPs in the Renfrewshire Council area.

**Special Needs Housing:** Housing which is provided for people with special requirements, such as elderly people or people with a physical or learning disability.

**Special Protection Area:** Site designated under the Birds Directive (79/409/EEC) (Scottish Office Circular No 6/1995) as being an internationally important habitat for birds requiring habitat protection.

**Strategic Environmental Appraisal:** An explicit, systematic and iterative assessment of policies which identifies and reports on the extent to which the implementation of the Local Plan policies will have an impact on the environment and other components of sustainable development.

**Structure Plan:** The Glasgow and the Clyde Valley Joint Structure Plan is the statutory strategic development plan for the Glasgow conurbation and the surrounding area. The Renfrewshire Local Plan and the Structure Plan are complementary and together comprise the Development Plan and set out all planning policies and proposals for Renfrewshire.

**Supplementary Guidance:** Guidance produced by the Department of Planning and Transport on various planning matters, and usually made available for the general public in leaflet form. This guidance often explains an approved Council policy.

**Sustainable Development:** Development which takes account of the economic, social and environmental consequences of our actions to meet our needs today, while not compromising the ability of future generations to meet their needs.

**Town Centre:** The area of a town which provides a broad range of facilities and services and which fulfils a function as a focus for both the community and public transport. It excludes retail parks, neighbourhood centres and small parades of shops of purely local significance.

**Tree Preservation Order:** An order made by the Council under Section 160 of the Town & Country Planning (Scotland) Act 1997 or previous legislation to protect trees which contribute to the environment.

**Use Classes Order:** The Town and Country Planning (Use Classes) (Scotland) Order 1997 groups broadly similar land uses within a series of specific classes for the purposes of determining which changes in the use of land constitute development. The eleven classes are listed at the end of this glossary.

**Written Statement:** The part of the Local Plan which contains the written material, including the Policies and Proposals. The whole Local Plan comprises the Written Statement and the Proposals Map. If there is any inconsistency between the Written Statement and the Proposals Map, the former takes precedence.



## **LIST OF ABBREVIATIONS**

**BTS:** Below Tolerable Standard

**CEDA:** Core Economic Development Area

**CIRIA:** Construction Industry Research and Information Association

**COMAH:** Control of Major-Accident Hazards

**COSLA:** Convention of Scottish Local Authorities

**DETR:** Department of Transport, the Environment and the Regions

**GPDO:** The Town and Country Planning (General Permitted Development) (Scotland) Order

**HGV:** Heavy Goods Vehicle

**HLS:** Housing Land Supply

**LA21:** Local Agenda 21

**LBAP:** Local Biodiversity Action Plan

**LCA:** Landscape Character Assessment

**LNR:** Local Nature Reserve

**NEC:** Noise Exposure Categories

**NPPG:** National Planning Policy Guideline

**PAN:** Planning Advice Note

**PLI:** Public Local Inquiry

**POL:** Policy

**PPP:** Public-Private Partnership

**SAM:** Scheduled Ancient Monument

**SEPA:** Scottish Environment Protection Agency

**SIBL:** Strategic Industrial and Business Location

**SINC:** Site of Importance for Nature Conservation

**SIP:** Social Inclusion Partnership

**SP:** Structure Plan

**SNH:** Scottish Natural Heritage

**SPA:** Special Protection Area

**SSSI:** Site of Special Scientific Interest

**SUDS:** Sustainable Urban Drainage Systems

**SUHA:** Single User High Amenity Site

**TDA:** Tourist Development Area

**TPO:** Tree Preservation Order

## **USE CLASSES**

**Class 1:** Shops

**Class 2:** Financial, Professional and Other Services

**Class 3:** Food and Drink

**Class 4:** Business

**Class 5:** General Industrial and Classes 7 to 10 of the 1989 Use Classes Order (Special Industrial)

**Class 6:** Storage or Distribution

**Class 7:** Hotels and Hostels

**Class 8:** Residential Institutions

**Class 9:** Houses

**Class 10:** Non-Residential Institutions

**Class 11:** Assembly and Leisure

## **ORDNANCE SURVEY STATEMENT**

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