

Renfrewshire Local Plan



Update Report 2008



Renfrewshire
Council

Planning & Transport Department

Introduction

In November 2007, Renfrewshire Council produced the first Local Plan Update Report which recorded trends and events within Renfrewshire since the publication of the Finalised Local Plan in 2002. The Update Report also reported on progress towards objectives and achievements on those matters identified for action in the Local Plan; and highlighted new or emerging issues which the current Local Plan doesn't address and which will require to be addressed in the new Local Development Plan. This 2008 Update Report examines only new issues or progress made since the publication of the 2007 report and readers may wish to refer to the previous Update Report to establish progress that has been made since 2002. This Report provides an introduction and sets the policy context before examining progress made on the thematic topics in the Local Plan.

The Planning etc (Scotland) Act 2006 received Royal Assent in December 2006 and it is anticipated that the Regulations which will implement this Act will come into force in Spring 2009. The Act has introduced the requirement that in the four City Regions in Scotland the Development Plan should consist of a Strategic Development Plan (SDP) and Local Development Plan (LDP). Consultations between the Council, the Structure Plan Manager and the Scottish Government have concluded that the LDPs should follow the publication of the SDPs. The current draft timetable for the Glasgow and Clyde Valley Strategic Development Plan indicates that its Main Issues Report is programmed to be published for Consultation in March 2010. Renfrewshire Council intends to shadow this process and the Council currently intends to publish its Main Issues Report approximately six months after the SDPs Main Issues Report i.e. towards the end of 2010. In the intervening period the current Local Plan policies are being monitored and assessed, and should interim policy guidance be required in advance of the preparation of the next Local Development Plan, Supplementary Planning Guidance will be published.

National Guidance

Since the publication of the 2007 Update Report national Scottish Planning Policy (SPP) guidance has been published on Housing. Planning Advice Notes (PANs) have also been published on Reducing Carbon Emissions in New Developments and Master Planning.

In October 2008 the Scottish Government announced that The Scottish Planning Policy (SPP) and National Planning Policy Guidance (NPPG) series' is being streamlined into one document. This new document will be divided into 3 parts. Part one and two have already been published. Part one sets out the principles for the operation of the system and part two provides the objectives for key parts of the system. Part three

will contain the thematic policies on planning structured around:

- the contribution to the Scottish Government's Central Purpose
- concise expression of policy
- implications for development planning
- implications for development management

In effect, the Planning Policy Guidance is being condensed into one policy document, albeit divided into several parts. The existing thematic policies will remain in force until revised in 2009. This change to the planning system is to help increase and improve sustainable economic growth in Scotland.

National Planning Framework

The first National Planning Framework was published April 2004, and was a non-statutory planning policy document that looked at Scotland from a spatial perspective and set out an achievable long-term vision. The National Planning Framework (NPF) is an important part of the planning system and the Planning Act 2006 made it a statutory document. In spring 2008 the Scottish Government consulted on the National Planning Framework 2. The Proposed National Planning Framework 2 was published in December 2008, and it is anticipated that the final National Planning Framework 2 will be approved by Scottish Ministers and published in Spring 2009. The National Planning Framework 2 will provide a strategy for sustainable spatial development to 2030 and a national policy context for the new Development Plan framework.

Structure Plan

In April 2008 the Scottish Ministers approved the Glasgow and Clyde Valley Joint Structure Plan 2006 and the Plan became operative on the 29 April 2008. An appeal on the status of Braehead has been lodged at the Court of Session. A timescale for the Appeal has still to be set.

The Glasgow and the Clyde Valley Structure Plan Joint Committee has undertaken consultation on the Fourth Alteration to the Glasgow and the Clyde Valley Joint Structure Plan 2000 during autumn 2008. The Fourth Alteration has been prepared to bring the approved Structure Plan into line with Scottish Planning Policy 8: Town Centres and Retailing in terms of altering the terminology to refer to 'Commercial Centres' in reference to centres such as Braehead and the Retail Warehouse Parks.

The statutory order by the Scottish Minister designating the 8 local authorities of the Glasgow and Clyde Valley as a Strategic Development Planning Authority came into force on the 25 June 2008. The new Authority will be required to prepare and keep under review a Strategic Development Plan for the eight local authority areas of Renfrewshire, East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, South Lanarkshire and West Dunbartonshire.

Structure of the Annual Report

This Report is structured to reflect the adopted Renfrewshire Local Plan, and it addresses the main thematic topics in the Local Plan. Under each of the key topics, the report discusses progress and achievements of objectives and the implementation of projects referred to in the Local Plan which have occurred since the publication of the 2007 Update Report; it does not re-state projects reported upon in the 2007 Update Report.

Major Areas of Change

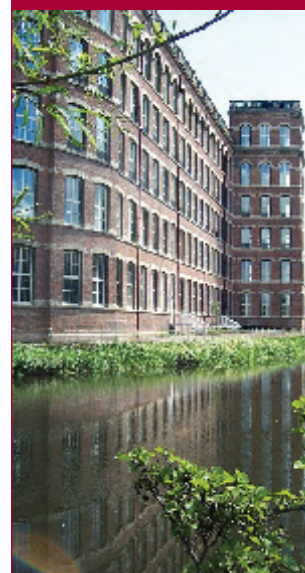
Policy SS1 – Renfrew North

Over the last year work has continued on phase two, the residential element of Renfrew North, creating a new waterfront neighbourhood of eventually 2000 new homes comprising of a variety of house types and sizes for Renfrew. The 1st phase of the £7 million pound flood prevention work has commenced. There has also been the completion of over 200 bed spaces at the Travelodge adjacent to Xscape in the heart of the development site and at the Purple Hotel at Shiels Gate. In addition there has been the completion of Riverside Braehead, a 3000 sq m business park and of the 7900 sq m headquarters for Spanish tile manufacturers Porcelanosa. Construction has commenced on the new high quality Porsche car showroom and on the 2300 sq m office headquarters for Gordon Anderson Plant at Titanium Phase 2.

At the western end of the development adjacent to Renfrew town centre further work is progressing on the proposed community uses. Permission was granted in 2008 for the erection of a joint Social Work and Health Centre facility for NHS Greater Glasgow and Clyde comprising Social Work offices, GP surgeries, Dental surgery, Physiotherapy and Chiropody. Construction is at an advance stage. Permission has also been granted for a new police station.

Policy SS2 – Royal Ordnance Bishopton (ROB)

The Structure Plan 2006 which was approved in April 2008 identifies the Bishopton ROB site as one of a number of Community Growth Areas which are proposed to accommodate longer term projected demand for housing. The indicative capacity of the site is 2500 dwellings and, among other things, the Structure Plan requires the development of the site to be the subject of a master plan. Following the approval of the 2006 Structure Plan the Council disposed to grant the outline planning application for the Royal Ordnance Bishopton site (in December 2008) to form a mixed-use community growth area. The application has now been referred to the Scottish Ministers in accordance with statutory procedures and subject to the completion of the Section 75 legal agreement the proposal will progress towards decision on the detailed reserved matters applications later in 2009.



Policy SS3 – Cart Corridor Paisley

The Cart Corridor is a vitally important area which links Paisley Town Centre and Glasgow Airport. The regeneration of the Cart Corridor has continued and the 1st phase of 57,000 sq ft of industrial business land is due to be completed in 2009. To recognise the role of this area and its strategic links, the business park has recently been renamed Westpoint Business Park. This will provide a welcome boost to the economic reputation of the area and will provide ongoing development activity to counter the delaying of the residential development within Shortroods which is part of the master plan of the Cart Corridor Joint Venture Company

Policy SS5 - Anchor Mills Paisley.

Anchor Mills has been the subject of a major regeneration strategy in recent years. The award-winning £12million restoration of the category A-listed Domestic Finishing Mill has led to the successful establishment of business, retail and residential uses on site, including a 60,000 sq ft food store. September 2008 marked the completion of this project with the restoration of the Seedhill Footbridge, which sits adjacent to the category A-listed Mill, and this restoration has brought the footbridge back to its former glory and is of practical use for residents, workers and visitors to the Anchor Mills complex. In addition the Compulsory Purchase process has been recently completed for the Gate House which sits at the entrance to the complex and this is being converted into additional office space as part of the Anchor Business Centre.

Policy SS6 – Paisley Partnership Social Inclusion Partnership (SIP) Areas

Area Development Frameworks (ADFs) have now been prepared for 8 areas (Blackhall, Shortroods, Ferguslie Park, Foxbar, Glenburn, Johnstone West, Moorpark, Paisley West End). The ADFs have been successful in helping address the Council's housing initiatives. The Council is currently examining how to progress the mechanisms for housing regeneration and take forward the work that has already been achieved through the ADFs.

Policy SS7 – NE Phoenix / E Candren

The NE Phoenix / E Candren area is located between Junction 29 of the M8 and the Phoenix Business Park with a frontage to the A737. The Local Plan identifies 4 distinct land use areas within the NE Phoenix/ East Candren area for: warehousing, housing, business and industry, and agriculture. Progress has been made with the submission of a number of planning applications for the site. In particular a major application for mixed use development by Mountgrange including 6.5 hectares of Class 4 (Business), 17 hectares of Class 5 (General Industrial) and Class 6 (Storage and Distribution) industrial development, approximately 12 hectares of residential, infrastructure improvement, landscaping and amenity space was granted planning permission with compensatory mitigation measures for the removal of the Linwood Pond with the provision of an alternative roosting site for the Whooper Swans at Newshot Island, Erskine. This development would complete the redevelopment of the former car factory site.



Transportation

The Scottish Government approved Strathclyde Partnership for Transport's (SPT) Regional Transport Strategy (RTS) for the West of Scotland on the 15 June 2008. The RTS presents SPT's transport strategy for the next 15 years and will guide all of the future plans and activities of SPT as well as informing future National and Local Transport Strategies. The RTS identifies a number of projects and studies within Renfrewshire to be progressed or investigated. This includes Glasgow Airport Rail Link (GARL) and Fastlink. Other projects identified include the investigation of fast ferries along the River Clyde, enhancing the strategic road network at the M8 corridor west and the Renfrew Northern Relief Road.

GARL

Transport Scotland now has the responsibility for implementation of the GARL project. Preparatory work for the line began in August 2008 and work is due to be completed in 2011. The new Local Development Plan will reflect the Glasgow Airport Rail Link.

Fastlink

SPT in partnership with Renfrewshire, Glasgow and West Dunbartonshire Council's propose a Fastlink public transport system using 'bus' type vehicles running on dedicated roads between the city centre, Clydebank and Renfrew. This offers significant potential to capture public transport trips for Renfrew and the riverside area and to build sustainability into regeneration. Funds have been allocated under SPT's budget to advance studies and prepare a case for funding by the Scottish Government.

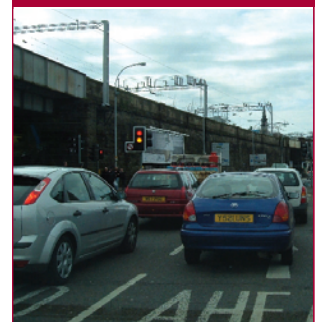
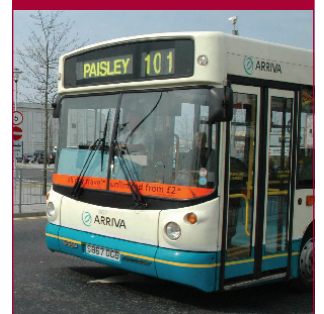
Walking and Cycling

The finalised Core Path Plan was submitted to the Scottish Government in April 2008 and was subject to a lengthy consultation process. The Core Path Plan will be approved in early 2009. The new Local Development Plan will require to take account of the Core Path Plan and reflect its findings as appropriate.

Business, Industry and Tourism

The continued economic growth and prosperity of Renfrewshire is one of the key priorities of the Council. The Local Plan aims to ensure continuing prosperity and a sustainable approach to economic development. The primary role of the Local Plan is to ensure that provision is made for an adequate supply of business and industrial land.

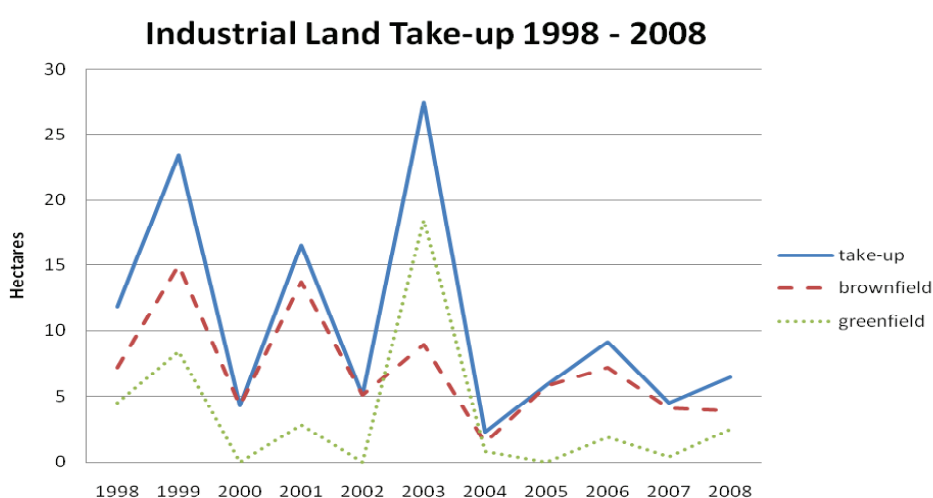
In 2008, the marketable industrial land supply comprised 161.2 hectares (56 sites). The supply has decreased by almost 17 hectares in comparison with the previous year's figure of 178.1 hectares. This has resulted primarily from development of industrial



land at Ferguslie Park for St. Mirren's football ground and industrial development of a number of sites at Hillington Industrial Estate. Land developed for industrial and business purposes amounted to 6.4 hectares. This represents an increase on the previous year's figure of 4.5 hectares, and is higher than the average of 5.5 hectares per annum over the last five years.

Between 2004 and 2008 some 80% of land take-up was brownfield and 20% was greenfield. Proposed development with detailed planning consent for Use Classes 4, 5, and 6 not started at March 2008 amounted to 93,483 sq.m. floorspace. This represents a potential land take-up of 32 hectares. Potential floorspace has reduced by some 13,000 sq. m. in comparison to the previous year. This is primarily the result of lapsed planning consents.

Diagram 1: Industrial Land Take Up



Inchinnan Business Park

The Council has disposed to grant the planning application for the Royal Ordnance Factory at Bishopton, which includes over 40 hectares of employment land. In view of the substantial provision of new industrial/ business land at Bishopton ROB and its proximity to the Inchinnan Business Park, it is considered that there is no current requirement to pursue the release of additional Green Belt land to the west of Inchinnan Business Park as proposed under Local Plan Policy IB5 and this would be reflected in the new Local Development Plan.

Glasgow Airport

The Glasgow Airport Master Plan as reported in the 2007 Local Plan Update Report was published in October 2006. It illustrated how the terminal facilities will be expanded to cater for the forecast increase in passengers and described how the existing runway and taxiway systems will cope with the extra aircraft movements. In line with the Master Plan, Glasgow Airport opened its new terminal extension in October 2008. This extension has been designed to give improved passenger facilities with a state

of the art security system, a new UK arrivals hall and improved retail and catering facilities. By the end of 2008 it is anticipated that BAA will have finished remodelling the airport forecourt.

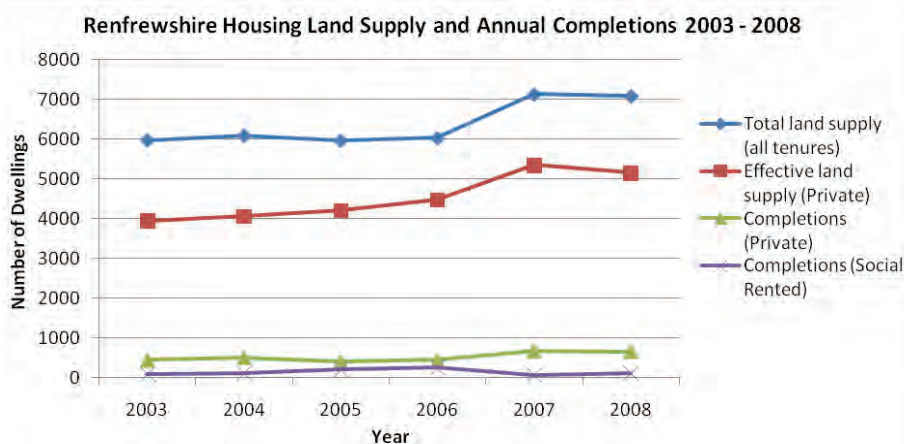
Improved Access to the Airport

The Scottish Government has published the Strategic Transport Projects Review (STPR). Key elements contained within the Review which will contribute to improvements to the M8 west of Glasgow, and which will impact on access to the Airport, are : using Intelligent Transport Systems on parts of the M8, which can include, for example, varied speed controls, and ramp metering (controlling entry on to motorway sliproads by means of traffic lights); a Park & Ride facility at St James rail station in Paisley, and other upgrades to the rail system aimed at creating more capacity on the Glasgow - Gourock / Wemyss Bay route, with the aim of shifting journeys from the motorway to the parallel rail route, easing traffic pressure on the motorway.

Housing

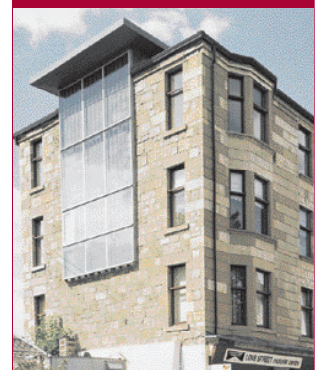
Renfrewshire's Housing Land Supply (HLS) is updated annually to identify potential housing sites at 31st March each year and the draft is normally published at the end of June. The Housing Land Supply records sites for private and social rented housing on a wide range of sites within Renfrewshire. The Housing Land Supply includes all new housing developments with a capacity of 4 or more houses as well as conversions. Diagram two shows that in 2008, Renfrewshire's total land supply was 7090 dwellings. The average annual total land supply over the last decade was 5679 dwellings.

Diagram 2: Renfrewshire Housing Land Supply and Annual Completions 2003-08



*The Effective land supply is the anticipated programmed output over the next seven years from the private sector sites.

The number of private houses completed during 2007/8 was 661 which is a small decrease from the 679 dwellings completed during 2006/7. However the number of social rented completions increased from 72 in 2006/7 to 115 in 2007/8



In 2007/8, 86% of all house completions were on brownfield land, as compared to 89% in 2006/7. This still represents a relatively high level of brownfield completions and can be contrasted with the year 1991/92 when completion levels were only 59% on brownfield and 41% greenfield land.

The Draft 2008 – 2015 Housing Land Supply programmed output for the private sector is 5149 and for social rented is 656.

Table H3 of the Local Plan identifies a number of smaller sites for housing development. The sites were included in the Local Plan to establish their acceptability for housing in principle. Final determination of their suitability will be made through the planning application process. Between 2006/7 and 2007/8 4 of the H3 sites have been completed (Clyde Cooperage, Cairn Drive, Brediland Road East and Rashielee South). Planning applications have been submitted for 2 of the H3 sites (Rashielee North and Kilbarchan Road South) and work has commenced on Burns Drive.

The Scottish Government published the revised Scottish Planning Policy 3: 'Planning for Homes' (SPP3) on 28 July 2008, following consultation on a draft in early 2008. The new SPP3 replaces the previous version 'Planning for Housing' published in 2003. It brings SPP3 into line with the modernisation of the planning system which results from the Planning etc. (Scotland) Act 2006, as well as reflecting the Scottish Government's housing agenda, which aims to increase the annual level of house building by 10,000 units to 35,000 units per annum by 2015. Planning Advice Note 38: Housing Land (2003) is also superseded and replaced in the revised SPP3 by Annex 1: Housing Land Audits. The Local Development Plan will reflect this updated guidance.

Local Housing Strategy

Due to the new requirement of SPP3 The Scottish Government has announced that submission of the next round of Local Housing Strategies has been postponed, to allow for the assessment of housing need and demand to be undertaken in conjunction with the new Strategic Development Plans which will provide a framework for the Local Development Plan and the Local Housing Strategy. Staff from Housing and Property Services and from the Planning and Transport Department will work jointly through the Glasgow and Clyde Valley Joint Structure Plan Committee to undertake an assessment of housing need and demand which will guide both the Local Housing Strategy and the new Local Development Plan.

Affordable Housing

The revised SPP3 recognises that the circumstances relating to affordable housing will vary across local authorities and it will be for each council to decide what the role of the development plan should be in dealing with affordable housing but requires the local development plan to be clear on the scale and distribution of affordable housing including an outline of what is expected from prospective developers. The SPP allows for Councils to seek a percentage of affordable housing where this is justified through the Housing Needs Demand Analysis.

In 2007/8 115 social rented units (on 8 sites) were completed, work commenced on 136 social rented units (on 6 sites), and planning permission was granted for 245 social rented units (on 8 sites).

Johnstone South West

As reported in the 2007 Local Plan Update Report, the Structure Plan identified Johnstone South West as a Community Growth Area for the development of 500 private sector dwellings. Work has commenced on the master planning exercise which will identify the specific land for 500 houses and it is anticipated that the site selection process will be undertaken prior to the preparation of the new Local Development Plan.

Retailing and Town Centre

Retail Survey

Every year Renfrewshire Council conducts a survey of retail outlets within the local authority area. The retail survey encompasses office, restaurant, and other services as well as shops. The following information is taken from the retail outlet surveys conducted by Renfrewshire Council in 2004 and 2008.

Paisley Town Centre

There has been little change in overall floor space in the town centre between 2004 and 2008; the largest change has been in the increase in vacant floor space. Since 2004 the amount of vacant floor space has increased by some 50%. This large increase is primarily accounted for by the closure of Littlewoods on the High Street and Arnotts at Gauze Street.

Other notable changes since 2004 include a 25% reduction in comparison shopping floorspace. This, again, reflects the closure of Littlewoods and Arnotts. The type of retail uses has also changed with an increase in the presence of services and, a small increase in Class 2 office space.

The Council has adopted a renewal strategy for Paisley town centre aimed at encouraging diversification and the creation of a wide mix of town centre functions to enhance the current retail offer. The Council has committed £7.5m over the period 2008-10 for funding regeneration initiatives which will be supplemented by investment from private sector partners. The emphasis on renewal and need for diversity is also reflected in the recently approved Third alteration to the Glasgow and the Clyde Valley Structure Plan which recognises Paisley town centre as Town Centre Renewal Priority.

Renfrew Town Centre

A £4 million town centre improvement scheme involving extensive public realm



and traffic management improvements, funded by the Council, Scottish Enterprise Renfrewshire and European Union's Regional Development Fund, has recently been completed. The positive regeneration of Renfrew Town Centre will continue through the commercial improvement grant scheme. The centre will also benefit from the Renfrew North Flood Prevention Scheme. Work on the first phase of the project was initiated in August 2008.

Figures from Renfrew reveal a reasonably buoyant commercial market notwithstanding the proximity of Braehead Shopping Centre. The centre provides a range of convenience retailing appropriate for its local catchment area. The centre has a good range of services (such as banks, opticians etc) which serve a wider area. The level of vacant floorspace currently amounts to 7%, The Local Plan refers to a study to identify the means of improving Renfrew Town Centre. Progress has been made in a number of areas.

Johnstone Town Centre

Comparison of 2004 and 2008 retail outlet surveys indicates that Johnstone is maintaining its role as a strategic shopping centre. The former Somerfield store at High Street/ Laighcartside Street has been demolished and replaced by a recently completed Lidl store. This extends the range and choice of stores in the centre.

Policy R4 (Potential Town Centre Expansion Areas) states that any developments at Johnstone, Barbush should support the vitality of the town centre. The Council has secured a comprehensive redevelopment of the former chemical works and the former Barbush Mill incorporating retail, environmental, housing, road and parking improvements which will transform the town centre and improve the woodland area between the river and Collier Street car park. Work on 88 high quality flats is well advanced. A Morrisons superstore opened in 2007 on the adjoining site to the north and environmental improvements have been carried out along with the construction of a footbridge over the Cart to Johnstone town centre.

Discussions are currently underway regarding Paton's Mill and any future development will recognise the key role that this Mill has in Renfrewshire's industrial heritage.

Erskine Town Centre

Erskine town centre serves the catchment area of Erskine and Bishopton and is performing well. Morrisons opened a new supermarket at the end of 2007. The vacated Morrisons store has been refurbished and is now occupied by Aldi. These developments have significantly improved the attractiveness of the centre. Erskine had no vacant shop units in 2008.

A Master Plan for Erskine town centre has been commissioned by the Council and is investigating the potential for the centre to accommodate an increased range of retail, leisure and ancillary facilities commensurate with its present population and the aspirations of the local community.

Linwood

In December 2008 Renfrewshire Council disposed to grant a planning application by

Tesco for the redevelopment of Linwood town centre with the demolition of the existing town centre and rebuilding with a class 1 superstore, retail units, community centre, library, offices, police station, petrol filling station and ancillary car parking. This will result in a dramatic improvement to the environment of the town centre and will provide a good focus for the local community. The application has now been referred to the Scottish Ministers under statutory procedures.

Green Belt

A survey of applications within Renfrewshire Council's Green Belt is undertaken on an annual basis. Applications have decreased steadily over the last five years from 90 in 2002/3 to 60 in 2007/8, 80% of the applications were granted planning permission, and the vast majority have been in accordance with Green Belt policy. A very small number of applications have been granted consent contrary to Green Belt policy, but these have involved small-scale developments where particular circumstances have led to approvals which do not undermine the integrity of Green Belt policy. Approximately 50% of applications involved small-scale residential development eg. conversions of existing buildings; single dwellings, and house extensions. The remainder of the applications were for a variety of uses, including sport, tourism, storage, telecommunications.

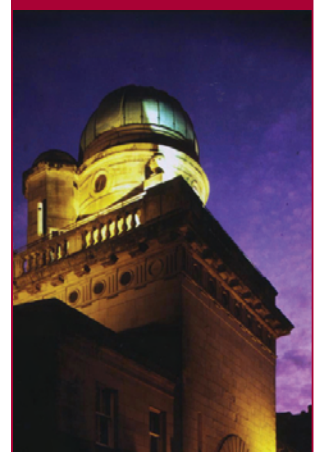
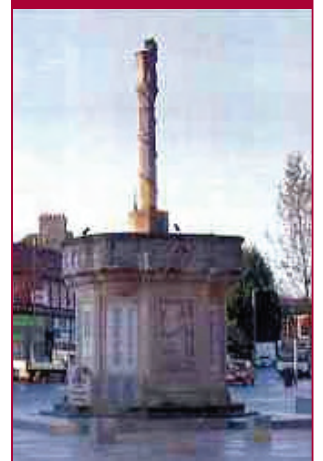
Green Network

In conjunction with the Glasgow Clyde Valley (GCV) Strategic Development Plan Joint Committee, the Green Network Partnership is in the process of preparing GCV Green Network Planning Guidance. The stated intention is to provide non-statutory guidance that can be taken into account as a material planning consideration by planning staff and others involved in the development management process. It aims to provide an understanding of the vision for the GCV Green Network and how the planning system helps to deliver it. It is anticipated that this guidance will be published in 2009. However this is a 'work in progress' and consultations are continuing between the Partnership, the Structure Plan Team and the various Local Planning Authorities.

Natural Heritage

It is anticipated that Newshot Island in Erskine will be designated as a Local Nature Reserve early in 2009. Designation as a Local Nature Reserve will enable the Council to protect the nature conservation interest at this location and capitalise on the educational opportunities it offers.

In January 2008 Durrockstock Park in the Foxbar area of Paisley was designated as a Local Nature Reserve. Designation as a Local Nature Reserve will safeguard the nature conservation interest of the site by establishing an appropriate management regime and will also improve the site as an environmental education resource for the local community.



Built Heritage

There are 18 Scheduled Ancient Monuments and 565 Listed Buildings in Renfrewshire. Of the Listed Buildings 18% are Category A Listed, 61% are Category B Listed and 32% are Category C Listed. 30 Listed Buildings are considered to be at risk at present: this figure has not changed since the 2007 Update Report.

There are 8 Conservation Areas within Renfrewshire. There are Article 4 directions in place in 7 of the 8 Conservation Areas, these set additional controls on works which can be undertaken on buildings in the Conservation Areas. In October 2008 the Council redesignated and extended the Cross and Oakshaw Conservation Area as Paisley Town Centre Conservation Area. In line with a Local Plan commitment the Council has prepared 3 Conservation Area Character Appraisals and is aiming to continue to produce 2 per year. The Conservation Area Character Appraisals identify the salient characteristics of each of the conservation areas and assist in preparing and assessing planning applications. The Council also has a commitment to review the Conservation Area policy guidelines over the forthcoming year.

An application has been made for Townscape Heritage Initiative funding for Paisley Town Centre. If successful this will enable improvements to be made to the tenemental properties to the south of the town centre.

Other Significant Local Plan Issues

Craigend Study

Investigation work has been completed towards the preparation of the Craigend Study, and it is intended to present this Study report to the Council within the 1st half of 2009. The initial Study will identify the development potential and recreation improvement opportunities of the site. The Study will then be developed further to guide development and environmental and recreational improvements. The outcome will be reflected in the next Local Development Plan.

Open Space Audit

An Open Space Audit has been carried out within the Planning and Transport Department. This Audit is the first stage in a process which will lead to the production of an open space strategy, as required by Scottish Planning Policy 11 Physical Activity and Open Space. A corporate working group is being established to help guide the production of an Open Space Strategy which will safeguard valued open space and guide the allocation of resources for investment.

Renewable Energy

Encouraging more electricity production from renewable sources is an important element in reducing greenhouse gas emissions. The publication of Planning Advice Note 84 Reducing Carbon Emissions in New Development has now provided a framework to allow relevant applications to planning applications to be assessed against reducing carbon emissions. PAN 84 provides information and guidance on implementing the target in SPP6, Renewable Energy, which require all future planning applications proposing development with a total cumulative floorspace of 500 square metres or more to incorporate on-site zero and low carbon equipment contributing at least an extra 15% reduction in CO₂ emissions beyond the 2007 building regulations carbon dioxide emissions standard.



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