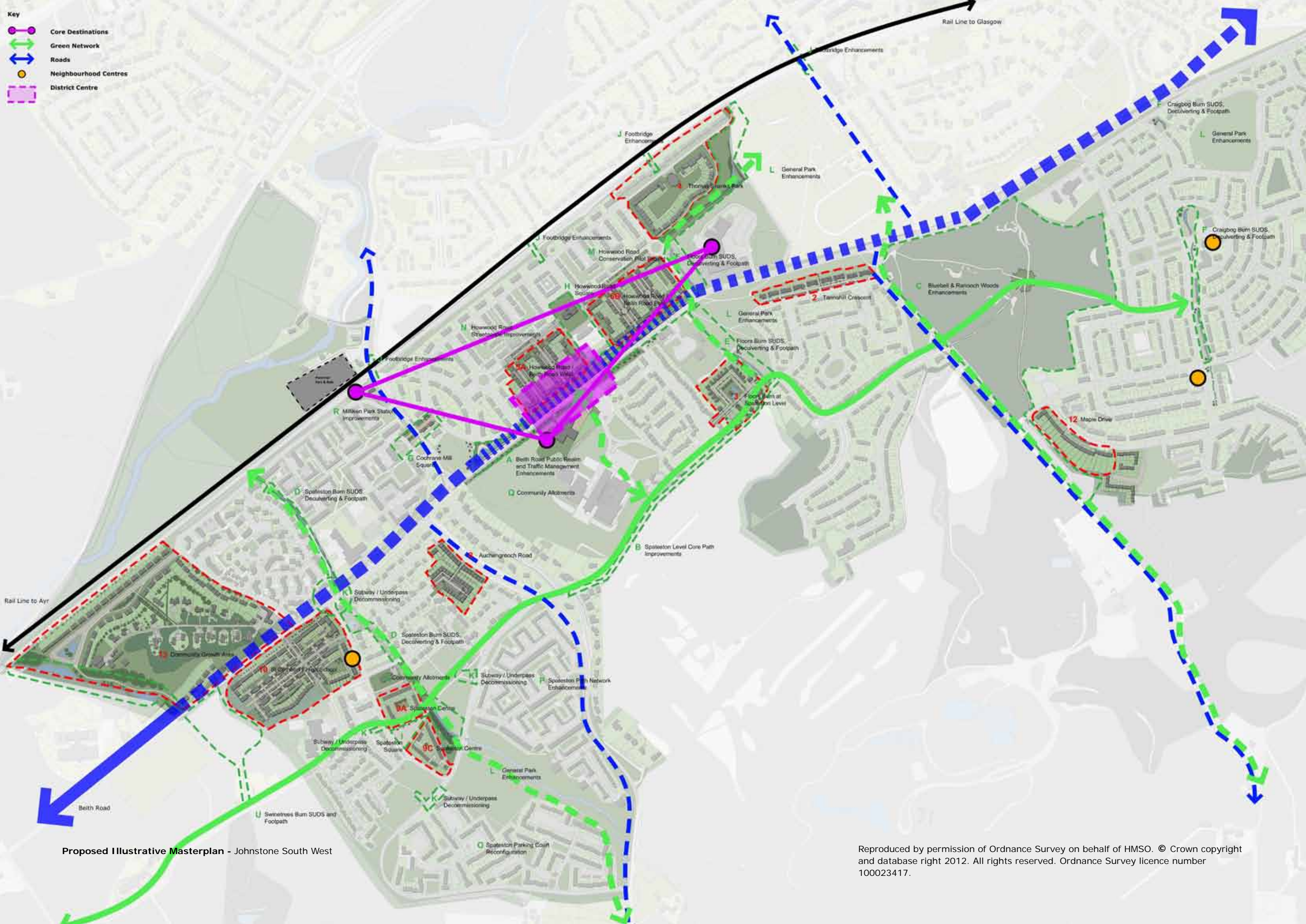


Johnstone SW *charrette*

Transforming Johnstone South West
Masterplan Framework

February 2012





- Key**
- Core Destinations
 - Green Network
 - Roads
 - Neighbourhood Centres
 - District Centre

Proposed Illustrative Masterplan - Johnstone South West

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Transforming Johnstone South West: The 2021 Vision The Best of Both - where countryside and town meet

This Executive Summary highlights the main outputs from the Johnstone South West Charrette held between 1 and 5 November 2011. The document provides an overview of the charrette process and considers the emerging Masterplan for the area, focusing on the future vision, design principles and key proposals.

Johnstone South West is renowned as a good place to live. It is located on the edge of the Glasgow city region; where the urban conurbation meets the rolling landscape of rural Renfrewshire. It is a place characterised by a countryside setting with direct access to nature, a first rate transport network and a range of reliable local services. It is a friendly, welcoming and vibrant place which has retained its best assets and enhanced them through ambitious, community focused regeneration. It is cited as an exemplar of sustainable urban renewal.



Place Making: Johnstone South West in 2021

The **open spaces** of Johnstone South West will create a strong sense of place. By 2021 the ongoing programme of deculverting the watercourses throughout the area, coupled with the enhancement of nature corridors, community woodlands and parklands will have created a diverse array of open spaces. The **sustainable urban drainage strategy** being applied in the area is now regularly heralded as a ground breaking example of best practice.

Established **amenities** including Thomas Shanks Park have been augmented by **new play areas, nature trails and a programme of art and interpretation** which reveal the interesting local and natural history of the area. The area is now well served by **sport and leisure facilities** with the new Sports Hub and the renovated McMaster Centre. The area is also recognised as a destination for outdoor pursuits with **good access to walking trails** leading to the braes.

New development in the area has enabled significant enhancement of the **diverse neighbourhoods** in Johnstone South West. Approximately **500 new homes** have been built, helping to transform the area by bringing **derelict brownfield sites back into use** and stitching the component parts of the area together. The new housing provides an array of **different types of homes** addressing the needs of a diverse range of residents.

New housing stock is of a **high design quality with energy efficiency built in**. In parallel with new development there have been programmes to improve **the existing stock** to enhance their durability, quality and adaptability. The refurbishment of the landmark Howwood Road scheme designed by eminent early 20th Century architect Thomas Tait has revitalised a signature housing project.

Johnstone South West is an easy place to get to and move around. The **rail station** has frequent services to Glasgow and Ayrshire, providing a park and ride facility and comfortable passenger facilities. The **bus services** link the neighbourhoods together and the **cycle path network** is attractive, well maintained and safe. **New nature corridors** create a matrix of routes which allow safe and pleasant access for all throughout the district.

Quality street design ensures car access throughout with **reduced traffic speeds, improved crossing points and excellent connectivity** to the regional road network. Beith Road has become the centre piece of the area: the High Street for Johnstone South West. Through contemporary street design the core area around the High School and Sports Hub has become the focus of the community with a new parade of shops and small businesses. This has created a new vibrant district centre adjacent to the main routes and community facilities.

New investment has enabled the **existing neighbourhood centres to be retained** along with this new mixed use district centre developed on Beith Road. A network of local shops, community and leisure facilities throughout the area also ensures that the 6,000+ residents of Johnstone South West have appropriate access to new housing, local services, employment, open space and public transport: the cornerstones of 21st Century sustainable communities.



Transforming Johnstone South West Masterplan: Aims

The central purpose of the Masterplan is to establish a framework for the sustainable growth of Johnstone South West, providing for the long term regeneration of the area. In this context the Masterplan considers land use, character and form of development over the next ten years and beyond, taking into account the emerging development plan and the aspirations of local residents, businesses and key stakeholders.

The Masterplan aims to provide for an **attractive choice of quality housing** within a **connected network of thriving resilient local centres, in a healthy and sustainable environment**. These will be inspiring environments: **places with real character and a built environment that is inclusive**.

Using The Intensive Charrette Process

The Johnstone South West Design Charrette was held between 1 and 5 November 2011. The charrette was a period of intensive activity for the design team of some 18 planners, architects, designers, engineers, property specialists and others. They worked together over the five days and were based in the **Design Studio** at Spateston Bowling Club. This created a real buzz of creativity as they interacted with each other, individuals who attended some nine workshops and consultation events and visitors to the Design Studio. Overall more than **300 people** were involved in the charrette over the five days and generated much helpful feedback on matters of both principle and detail. The proposal for a district centre on Beith Road was for example a principle that was raised at the Opening Event.

Over the five days the design team produced a series of structuring principle diagrams and around thirty iterative layout plans, undergoing 'feedback loops' based on working sessions with technical stakeholders, house builders, housing associations, the wider community and Renfrewshire Council technical officers as part of the process. More detailed analysis, including illustrations and diagrams, can be found in Chapters 3 and 4 of the Masterplan Report.

The ten year plus Masterplan presented on the final day of the charrette offers a **once in a lifetime opportunity** to better design and co-ordinate priorities to exploit the existing assets of the area. The Masterplan uses **distinctive place-mending** to repair the existing built fabric, **lower the area's carbon footprint** and **promote green infrastructure**. As a result, the Masterplan will unlock competitive development opportunities and achieve the vision.



Howwood Road / Beith Road - Artist's Impression of Proposals

Driving Urban Design Principles

The Masterplan is underpinned by a range of key design principles, informed by Scottish Government guidance, which address the issues and opportunities identified during the charrette. These include:-

- promoting layouts that create walkable neighbourhoods;
- providing a mix of housing types within a robust urban design framework;
- supporting a hierarchy of local neighbourhood and district centres;
- creating a framework of green spaces and water corridors linked by a distinctive path network;
- maximizing connections to existing public transport facilities like Milliken Park rail station and bus routes.

The focus is on **neighbourhoods** to include all of the facilities necessary for residents' daily needs, including houses, shops, schools, open spaces and social gathering places. Discouraging reliance on car usage by providing the right facilities within reasonable walking and cycling distance will lower the carbon footprint of local residents. The Masterplan also aims to reinforce and **embed local retail and community facilities into the individual neighbourhoods** in Johnstone South West in ways that are accessible and which provide more opportunities for social interaction.

The Masterplan's urban structure is based on a **hierarchy of thoroughfares and public spaces**, with the street network efficiently linking to the greater Johnstone and Renfrewshire transport networks. Designed to be mixed-use, the plan offers a strong contrast with single-use suburban development in which residences are separated from business development, shops and schools.

A **wide variety of housing types** should be available within each neighbourhood, to provide for residents of a range of ages, incomes and preferences. Ideally, neighbourhoods should allow residents to 'age in place,' with appropriate houses and flats available for families of different sizes.

The scale of new investment allows for the strategic development of amenities, together with **enhanced provision and improved quality of open space and water courses** which could not be sustained by the development of small incremental housing developments. This includes encouraging biodiversity, de-culverting and using sustainable urban drainage systems to improve amenity and access to countryside.



Halhill Road

St Anthony's Primary School

Beith Road

St Cuthbert's School - Artist's Impression of Proposals

Johnstone Gateway

Achieving The Vision: Seven Key Strategic Proposals

The Masterplan illustrates the long-term vision for the **regeneration of existing neighbourhoods** in Johnstone South West, an area covering 292 hectares. Ultimately comprising five neighbourhoods, including a district centre, the additions to the neighbourhoods are designed to encourage pedestrian activity, with local shops, open space and existing primary schools within walking distance of all homes. Johnstone South West could accommodate around **500 new houses, predominantly on existing vacant and brownfield land**, with related facilities that could in turn increase the population of the area to more than 6,000.

The Masterplan is underpinned by seven key strategic proposals that are illustrated in Chapter 4 of the Final Report and they are:

1. Acknowledging Beith Road as the main spine – corridor through Johnstone South West and to promote a distinctive street design for the central part of Beith Road that is safe and pleasant for pedestrians and cyclists and aims to reduce severance and traffic speed. Beith Road could also be the spine of a fast and high capacity fibre optic broadband network to include the whole of Johnstone South West.

2. Retaining and capitalising on the excellent transport links to promote park and ride at Milliken Park Station and invest in the bus services by for example providing live timetable information.

3. Promoting a mixed use district centre on Beith Road to underpin the new investment at the West Johnstone Shared Campus/Community Sports Hub and Johnstone High School.

4. Safeguarding the network of small local neighbourhood retail facilities. This kind of very local independent retail provision is well supported by local residents, often employs local people and retains spend in the local economy.

5. Enhancing the provision and quality of open space and water courses by encouraging bio-diversity, de-culverting and using sustainable urban drainage systems to improve amenity and access to countryside.

6. Promoting a series of housing clusters with mixed communities as part of neighbourhoods catering for a range of incomes, house types and tenures. This includes offering more housing options for elderly people.

7. Promoting green Infrastructure and a low carbon future. The existing ecosystems, green spaces and water are all integral to the Masterplan so as to deliver environmental and quality of life benefits.



Johnstone SW charrette

Effective Delivery: Transforming Johnstone South West Partnership

The Johnstone South West Masterplan is distinctive, with high transformational ambitions and a long term vision that supports a range of Scottish Government, Renfrewshire Council and other stakeholders' objectives. The nature of the Masterplan and the piloting of the charrette design process means that Johnstone South West could continue to be a **demonstration project** highlighting how the unique collaboration between and commitment from Scottish Government and Renfrewshire Council and other partners, harnessed with effective delivery, can result in better designed and co-ordinated communities in the future.

Implementation & Next Steps

The Masterplan provides an indicative planning framework for Johnstone South West, informed by the views and aspirations of local residents, businesses and key stakeholders. In this context, it is proposed that the principles of the Masterplan are now taken forward for consideration within the emerging Renfrewshire Local Development Plan as the basis for guiding future development in the area.

Further appraisal will be necessary to inform delivery of the Masterplan. This will include detailed investigation of the proposed surface water management proposals, ground conditions and site services, as well as a review of proposed costs and delivery mechanisms. The timescale and phasing of proposals within the Masterplan will be considered further in this context.

A number of environmental proposals identified within the Masterplan may be realised in the short term. Their implementation would act as a catalyst for the regeneration of the wider area and contribute significantly to improving existing green spaces, aligning closely with the Council's ongoing investment in the Local Green Network Programme. Early action projects may include community growing grounds, footpath and habitat enhancements.



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Appendix 1

- List of Participants

Appendix 2

- Large Format Drawings (L000, L001, L002, L003)

Appendix 3

- Budget Costs

Appendix 4

- Possible draft Supplementary Planning Guidance: delivering identified projects through an infrastructure fund



"A bit more interacting with the younger people & give them more things to do - that would help - a lot. "



1.0 Introduction



» SSCI Mainstreaming Programme

The Scottish Government Directorate for the Built Environment has established a framework contract with four suitably qualified and experienced contractors to participate in the preparation and delivery of a three locally driven design charrettes, to be delivered across Scotland between October 2011 and March 2012. This initiative is known as the **Charrette Mainstreaming Programme**. These charrettes are a follow-up to the charrette series run in March 2010 as part of the Scottish Sustainable Communities Initiative (SSCI) and are being organised as the first phase of a project to mainstream this style of working.

This Report summarises the background, charrette process and outcomes from the first charrette to be commissioned in Johnstone South West that took place in early November 2011.

Mainstreaming Programme is that the benefits of charrette working are promoted, developed and maximised for the Scottish context. The charrette mainstreaming programme is focussed on developing approaches that optimise the input of design team and project team members in order that high quality outputs can be achieved within an efficient process. The SSCI supports Scottish Ministers' objectives for health and carbon reduction. The initiative is intended to act to support local economies, helping to create the kind of safe and pleasant places that attract investment. Good place-making can also:

- promote active, healthy, inclusive lifestyles by providing attractive and accessible green spaces and through layouts which discourage car usage and encourage walking and cycling;
- embed community facilities into communities in ways that are accessible and which provide a richness of opportunity for social interaction;
- have a profound effect on the sustainability of lifestyles, in respect of the impact on the land and other scarce resources.



Site Photo



Charrette

Johnstone South West: Project Overview

The charrette focussed on the regeneration of an existing urban neighbourhood within the town of Johnstone, an area identified for expansion as a Community Growth Area in the Glasgow and Clyde Valley Structure Plan 2006. The neighbourhood lies to the south west of the town and is characterised by fragmented urban form, including large pockets of vacant brownfield land/stalled sites as well as opportunities for greenfield development. The area is affected by significant infrastructure constraints, particularly in relation to flooding and surface water management, which present a key challenge to future development.

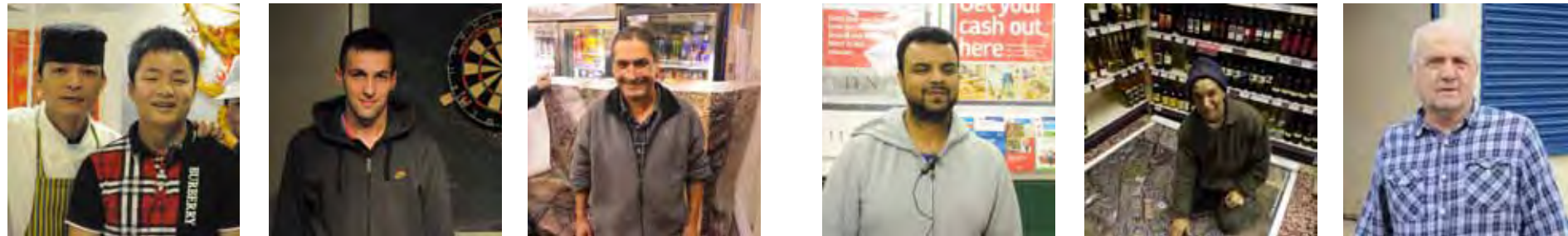
The main objective was for the charrette to assist in the preparation of a local development framework to address these issues, delivering multiple benefits in relation to infrastructure, place making, design and biodiversity. Going forward the outcomes of the charrette would play an important role in the preparation of the Renfrewshire Local Development Plan. In this context the Council, as major landowner, will also look to use the outcomes to drive forward the development strategy for Johnstone South West.

Renfrewshire Council: Master plan & Development Framework Brief & Timescale

Johnstone South West was selected for the SSCI Charrette Mainstreaming Programme because of its potential to provide high-quality homes within a sustainable environment, demonstrating innovation and quality of design both in terms of individual buildings and the character of the place. The main elements of the brief for the Johnstone South West: Masterplan and Development Framework that were agreed with Renfrewshire Council were to:

- Accommodate forecast demand: around 500 new houses in distinctive connected neighbourhoods that take account of existing and new local centres;
- Identify proposals for 'brownfield' sites including former school and housing sites and informal space;
- Address the fragmented character of Johnstone South West;
- Provide innovative solutions to infrastructure constraints including flooding and surface water management;
- Improve connectivity between the local neighbourhoods, to improve access to community facilities and public transport services;
- Prepare a viable delivery strategy that takes account of phasing, infrastructure and funding.

The Renfrewshire Local Development Plan and Supplementary Planning Guidance for Johnstone South West are likely to be formally approved in 2013/14 with the first construction investment post 2015.



Participants The Wider Johnstone South West Community



The Team Saturday 5th November - Final Charrette Presentation



West Johnstone Shared Campus



From L to R: Ian Gilzean (Chief Architect - Scottish Government), Doug Wheeler (Charrette Design Team), Brian Lawson (Leader of Renfrewshire Council), Graham Ross (Charrette Design Team), Aileen Campbell (Minister for Local Government and Planning), Iain Nicolson (Convener of Planning Committee), Stuart McMillan (Policy & Regeneration Manager, Planning & Transport, Renfrewshire Council)



» Participants

The main stakeholders and participants involved in the charrette are summarised in Appendix 1 and include Renfrewshire Council (Roads, Flooding, Schools, Community Planning, Legal, Finance, Procurement, Housing , Estates, Media Relations) Renfrewshire Leisure Limited, Scottish Water, Scottish Environmental Protection Agency, Scottish National Heritage, Historic Scotland, Glasgow Clyde Valley Green Network, Forestry Commission Scotland, Architecture + Design Scotland, Strathclyde Passenger Transport Executive, Transport Scotland, house builders, housing associations, Johnstone High School, Spateston Under 5's and most importantly the wider Johnstone South West community.

Project Team:

Scottish Government: Architecture & Place Division:

Sandy Robinson and Jim Mitchell

Renfrewshire Council: Planning & Regeneration

Stuart McMillan and Jamie Mackie

Design Team:

Austin-Smith: Lord (architects, landscape, urban design)

Graham Ross: Project Principal

Niall Murphy

Lisa McRavey

John Duffy

Neil Chapman

Roan Rutherford

Siobhan Vernon

Jim O'Neil

Lesley Samuel

George Reynolds

Douglas Wheeler Associates (regeneration consultants)

Douglas Wheeler: Project Director

Gillian Macfarlane

WAVE (engagement, artists)

Peter McCaughey

Stephen Higgins

Craig Bethnay

Hannah Brackston

Harald Turek

Trine Ryan

Transport Planning Ltd. (transport)

Alex Sneddon

Stuart Livingston

AECOM (engineering & water management)

Peter Robinson

Ryden (property advice)

Iain Wardrop

Neilson Partnership (cost consultants)

David Neilson

Icosse (historic research)

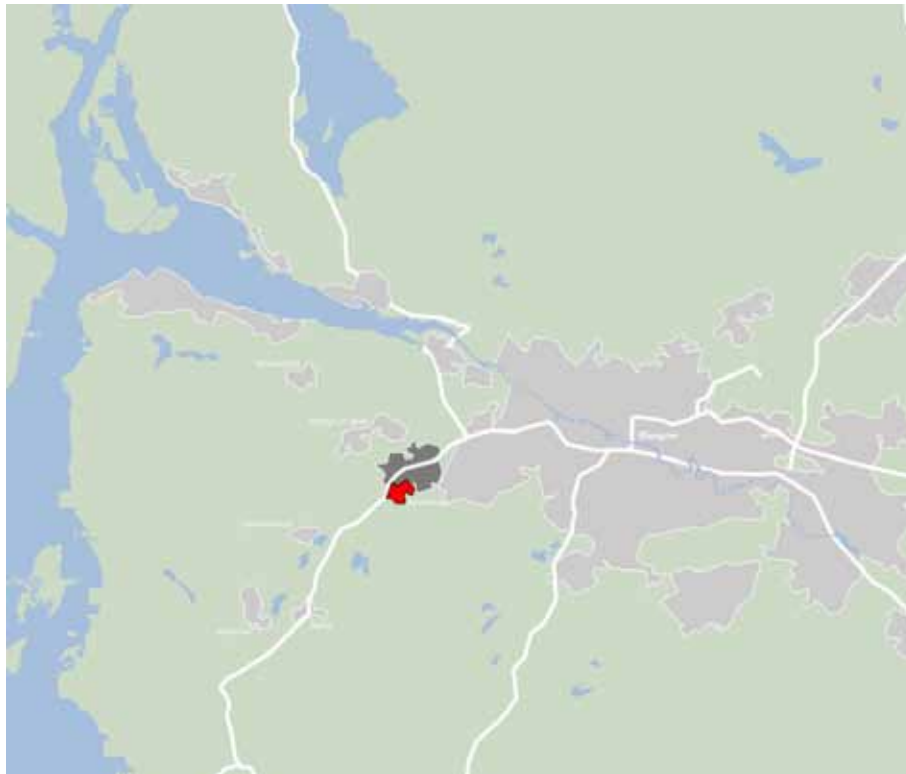
Fergus Sutherland



"Sometimes I feel that parts of Johnstone are the forgotten areas... It's maybe just the forgotten suburb?"



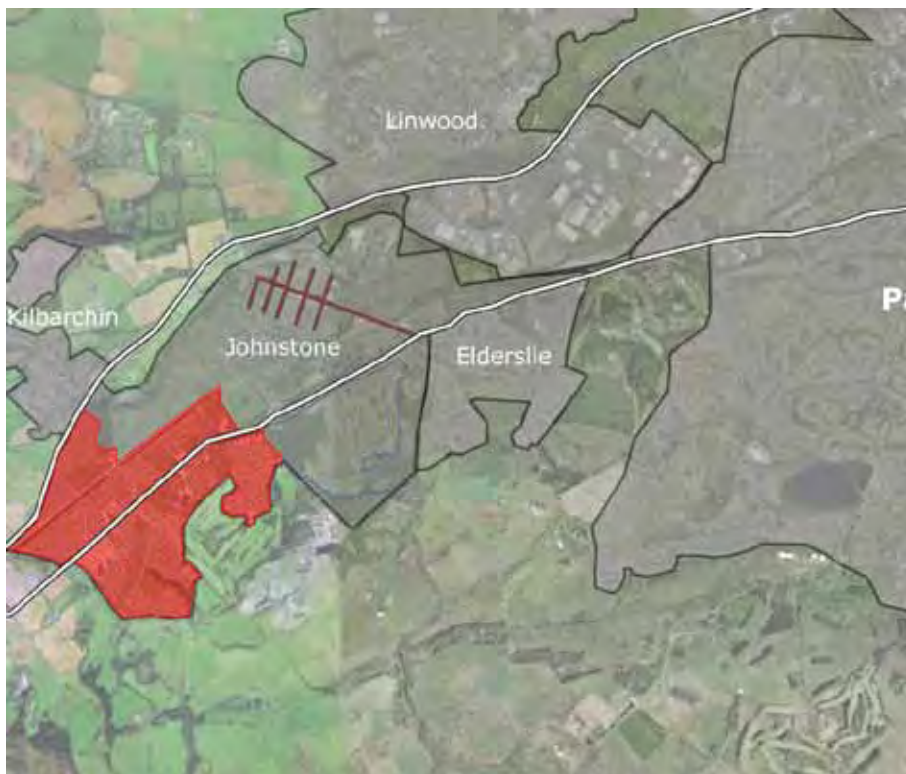
2.0 Johnstone South West: Past and Present



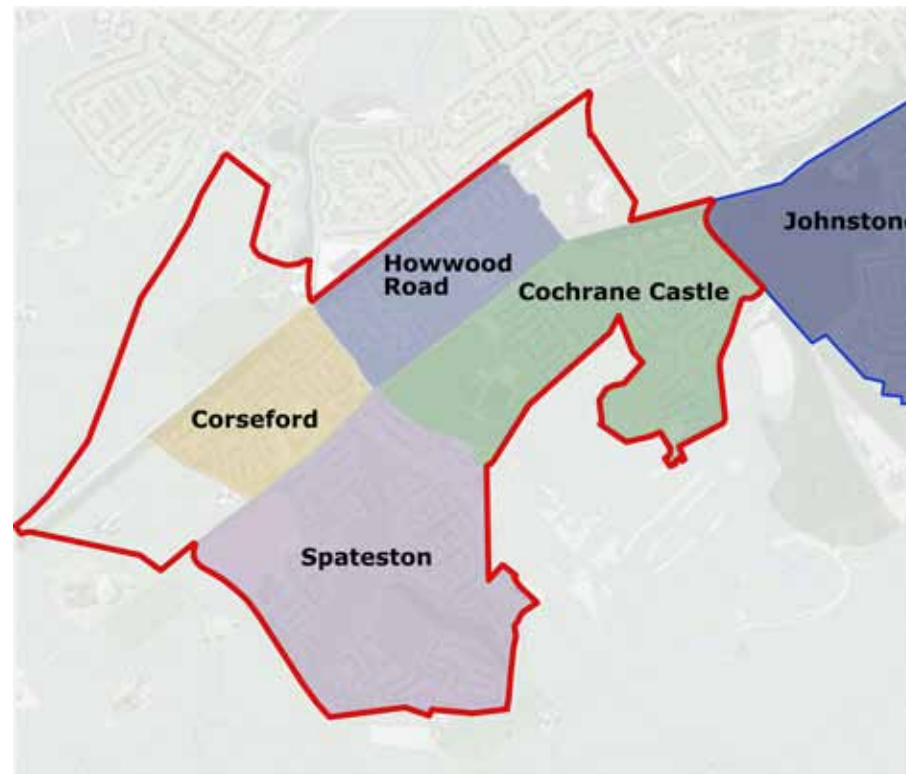
Johnstone South West Location Plans



Johnstone South West Location Plans



Johnstone South West Location Plans



Johnstone South West Location Plans

Study Area Location

Johnstone South West comprises an area of 290 ha which lies on the south western edge of the town, some half a mile from the town centre. Johnstone is located four miles south west of Paisley which is the main retail, business and administrative centre for Renfrewshire. Glasgow City Centre is located around 30 minutes drive time from Johnstone. The area is defined by the Glasgow – Ayr Railway line to the north and Cochrane Castle Golf Course to the south, with the residential areas of Corseford, Spateston, Cochrane Castle, Johnstone Castle and Howwood Road forming the other boundaries of the area. Johnstone South West has a population of just over 5,000.

The area has good transport connections and is well served by public transport in particular. The A737 trunk road lies just outside the northern boundary of the site and forms the main strategic road link to the Airport, Glasgow and Ayrshire. Milliken Park Railway Station is located to the north west of the area and operates a half hourly service to Glasgow and Ayr while major bus services run along Beith Road, the main arterial route through the centre of the area, at 20 minute intervals to Glasgow and hourly to Ayrshire.



Johnstone South West 19th Century



Johnstone South West 1950's



Johnstone South West Historic Plan, 1747 - 1755



Johnstone South West 1950's

Chronology: Brief History

In the Medieval to Pre-Industrial era, from the 1100s to the late-1700s, Johnstone South West was part of the usual large estate lands system centred on Easter Cochrane/ Johnstone Castle. In the industrial era from the mid 1700's to the late 1800's the introduction of the cotton industry and resulted in the planned settlement of Johnstone town centre characterised by the Houston and Ludovic Squares in the 1780s. This accelerated the rapid process of changing the character from being a rural area into a more urban and industrialised area. Most of the development occurred to the north and east of Johnstone Castle, but the Quarrelton coal mines and quarries to the west were also significant developments.

In the most recent post-industrial era, the response to the nineteenth century urban problems of overcrowding and poor housing stock was addressed between the first and second World Wars with the development of the Johnstone Castle policies and adjacent areas as modern, planned housing schemes. This was followed in the 1950s-1970s with another significant phase of new housing schemes, largely for overspill from the redevelopment of Glasgow.



Johnstone South West Site Photo



Johnstone South West Site Photo



Johnstone South West Site Photo



Johnstone South West Site Photo



Johnstone South West Site Photo

Neighbourhood Character Areas

The construction of **Howwood Road housing scheme** begun in 1932 based on the design by the eminent Scottish architect TS Tait. The housing was composed of four in a block cottage flats or two storey tenements. The design of these flats was unique to the estate, for example they had balconies, a peculiar feature for two storey buildings and there were also several blocks of terraced bungalows built for elderly people. The estate has suffered from a lack of investment in recent years and unpopular housing has been demolished leaving stalled 'brownfield' sites.

Johnstone Castle is the largest of Johnstone's housing estates and the housing in the area is mostly made up of terraced houses and tenement flats. The estate is surrounded by woodland which once made up the grounds of the old castle. As such, most of the estate's avenues and drives are named after trees, e.g. Elm Drive, Hazel Avenue, Cherry Place, etc

Construction of the **Coresford** scheme lasted from 1963 till 1966 and provided homes for people displaced from Glasgow's slums, primarily Springburn. On completion, housing in the area consisted of fifteen long blocks of maisonettes; seven four storey 'double' blocks of flats; and terraced housing. The dwellings in the area are modernist in design and more radical than older housing schemes in Johnstone. They are cleverly positioned in cul-de-sacs with footpaths running directly through the estate while various avenues lead only to garages, keeping traffic to a minimum, in a typical Radburn layout style. The streets are named after various Scottish rivers such as Clyde Place, Dee Place and Forth Place.

Spateston was built in the late 1960s/early 1970s over several years. The area once had a wealth of local amenities with St Cuthbert's High School, St Anthony's Primary School, close proximity to Milliken Park Train Station, St Anthony's parish, The Osprey pub and its own local shopping centre. The shopping centre is now largely derelict and the High School has closed and the building has been demolished. Spateston's housing stock is a mixture of terraced houses and two storey flats which are particularly popular, with maisonettes above the shopping centre much less popular. A number of residents in Spateston are still the original residents who may have relocated from elsewhere in Johnstone as part of the 'key worker housing' allocated to employees in the Rootes/Chrysler car plant in Linwood in the mid 1960's. Residents still have strong friends and family connections in the local area.



Johnstone South West



Johnstone South West

» Summary Socio-economic Profile

The total population of Johnstone South West in 2008 was 5,500 and this had decreased by 8.5% from 2001 with the clearance of unpopular housing. The population changes across the area vary from -10.5% to + 0.9%. This compares with the Renfrewshire average of -1.8% over the same period. The age structure of the resident population in Johnstone South West is in line with Johnstone/ Renfrewshire with around 17.9% between the ages of 16-29 and 16% between the ages of 60-74. Appropriate housing to meet the needs of a younger population and families emerged as an important issue. In some parts of the area elderly single people/couples are currently under occupying 3/4 apartment houses that are owned, with the individuals having a clear preference to remain in the area near to friends/relatives but in more suitable accommodation.

The area has around 2,350 housing units and the housing type mix is currently; 35% flats; 43% terraced; 13% semi detached; 8% detached and there is a clear need to diversify to increase choice to provide an affordable mix of housing types and tenures.

30% of the area's population is income deprived, with up to 67% in one datazone namely Craigview/Greenend which focuses on Howwood Road. 4 of the 6 datazones in the area improved deprivation rank between 2004 and 2009 and two datazones namely Spateston West and Craigview/Greenend got worse. In 2008, recorded crime reduced in four neighbourhoods and there was modest increase in Tannahill and Craigview/Greenend. Recently, as elsewhere in Renfrewshire and beyond, there has been an increase in reported property theft. Spateston West is 22 minutes by public transport to access GP services.

In 2017, Renfrewshire thrives with learning, business and opportunity. Its people are fitter, healthier, more confident and productive and vulnerable people are supported and cared for. The area thrives due to its safe environment, rich heritage, wealth of cultural events and eco-friendly towns and villages.

Renfrewshire Community Plan 2008–2017

» Planning Context

The Glasgow and Clyde Valley Structure Plan identifies demand for 19,000 new private sector dwellings between 2011 and 2018 and a number of Community Growth Areas (CGA's) where this requirement will be met through the release of green belt land. Johnstone South West is identified as a CGA which could accommodate up to 500 new dwellings.

The Structure Plan identifies the Johnstone South West location, but does not define site boundaries. Renfrewshire Council initially assessed site capacity concluding that potential for green belt development existed only in limited parts of the area, with a potential capacity of around 225 dwellings. However the large pockets of informal open space and vacant land which characterise the area, as well as stalled 'brownfield' former school and housing sites, also present significant opportunities for development within the existing urban area. The majority of sites identified in the area are already designated for housing under the current Renfrewshire Local Plan.

The Glasgow and Clyde Valley Green Network Partnership (GCVGN), in late 2010, undertook a study, in collaboration with SEPA, Scottish Water, Scottish Natural Heritage and the Forestry Commission, that prepared indicative development proposals for South West Johnstone. The study used a holistic approach led by the consideration of infrastructure requirements, particularly relating to surface water management and identifies opportunities to deliver multiple benefits. This includes accommodating around 552 low and medium rise housing units with wider place making objectives and seeking to repair the existing fragmented urban form, integrate key landscape features, further develop access networks, reinforce local centres and enhance biodiversity.

Renfrewshire Council's **Building Better Communities Programme** (BBC) sets out a five year initiative from 2009 for investment in Renfrewshire's school estate, leisure facilities and town centres. In South West Johnstone a new investment in schools has included the West Johnstone Shared Campus and Fordbank Primary School. In Johnstone Town Centre the BBC proposes firstly the relocation of the South Westimming pool to augment existing facilities and provide a community sports hub at Johnstone High School that is now under construction and secondly to create a new civic hub within the town centre.

The **Renfrewshire Community Plan: 2008-2017** aims to make Renfrewshire an attractive place to live work, invest and visit and this is reflected in the Council's Single Outcome Agreement. The Renfrewshire **Economic Development Strategy** aims to promote a diverse competitive business base.



"There's no real community anymore? I don't think you have to divide them into areas as in they should all have their individual community centres, I think you could get them all working together. And the best place for it is Johnstone High School, smack bang in the middle."



3.0 The Charrette: Public Design Process



Community Animation



Johnstone High School

Johnstone South West Charrette: Aims

The fundamental aim of the five day charrette was to prepare a feasible, affordable and integrated Masterplan and Development Framework for Johnstone South West. The charrette process intended to establish the character and form of development over the next ten years in a way that is vision-led and which has the support of local residents, businesses and key stakeholders.

Community Animation and Johnstone High School

In the week beginning 24 October and just before the charrette, WAVE who specialise in developing and delivering effective community engagement were active in the area using different ways to make contact with the community and in particular using a large format aerial photo to discuss issues and record interviews with local people. The resulting portrait photos and recordings were used in a split screen audio/visual presentation at the Closing Event.

Senior S5/S6 Johnstone High School pupils were also be actively involved in the charrette as part of their Higher

Geography studies, a pre-charrette workshop was held with the pupils before the pupils visited the Design Studio. Two non geography pupils who have an interest in a career in an 'environmental professions' also had the opportunity to be involved in the charrette as part of a careers/world of work taster.

There is now an opportunity to continue to use the regeneration of Johnstone South West over time as a core element in the Johnstone High School Geography / Urban Studies curriculum working with teachers / pupils.

Publicity

The charette was publicised with articles in the Johnstone Gazette in the three consecutive weeks prior to the events as well as a published public notice. Posters and flyers were distributed to local shops and community buildings, a post card was sent to all households in the area and Facebook page was set up and had 112 'impressions' up to Closing Event. A Pre-Charrete Newssheet and a day One Blog was e-mailed to more than 100 contacts on a database that was compiled by the Design Team.



Flyer



**Johnstone South West Charrette:
Day by Day & Overview of Relevant Meetings**

The Design Studio was set up at Spateston Bowling Club and was operational from Tuesday morning: 2 November. Three public presentations were the 'milestone' elements at the beginning, middle and end of the charrette and the middle and end events included exhibitions. Four targeted working sessions were organised through the five days. The charrette also offered opportunities for the public and interested parties to 'drop in' to the Design Studio to have their say about the future development of Johnstone South West. At the end of the process the Design Team presented a comprehensive Masterplan that included a series of development framework option plans for the main opportunity sites that had been agreed.

	TUE 01 NOV	WED 02 NOV	THU 03 NOV	FRI 04 NOV	SAT 05 NOV
9AM	Studio Set Up	Public Drop In	Public Drop In	Studio Closed for Final Preparations	
12PM	Public Drop In	09:30AM Technical Stakeholders and Interested Parties Workshop The Design Studio Spateston Bowling Club	10:15AM Housebuilders, Developers & Landowners Forum The Design Studio Spateston Bowling Club 01:30PM Youth Schools Workshop The Design Studio Spateston Bowling Club	10:00AM-11:00AM One to One Stakeholder & Interested Party Discussions The Design Studio Spateston Bowling Club	10:30AM Closing Event Johnstone High School Assembly Hall 12:30PM Presentations Johnstone High School Assembly Hall
3PM					
6PM					
9PM	07:00PM Opening Event Johnstone High School Assembly Hall		07:00PM Interim Public Review Workshop The Design Studio Spateston Bowling Club		

Programme of Events



Tuesday 1st November

Around 30 people visited the Design Studio on the first day that it was operational. This was an opportunity for local people to participate, hear first hand as to the aims and objectives of the charette process and for the Design Team to explore issues, challenges, opportunities and priorities.

The **Opening Event** was held at 7.00pm in Johnstone High School Assembly Hall. The introduction was made by the Minister for Local Government and Planning, Aileen Campbell. Around 75 people of all ages attended the event and most of the neighbourhoods were represented, Johnstone High School was represented by the head boy. After a short presentation from the Design Team, the plenary session went into four smaller groups to identify the **current strengths and weaknesses** (See Appendix 2: opening Event: Flipchart Sheets Notes) of Johnstone South West.

On the one hand neighbourhoods like Johnstone Castle, Cochrane Castle and Coresford are popular while other neighbourhoods suffer from poorer environment and this is made worse by the stalled cleared school and housing sites. A number of people said the area still has a strong community but pride in the area seems to have eroded. The views generally chimed with those of the Johnstone High School pupils who were part of a Pre-Charrette Workshop held on Monday. The Leader of Renfrewshire Council Brian Lawson made the closing remarks.

The initial 2021 summary **vision** for Johnstone South West that emerged from the discussion was based on:
'Providing a real choice of quality housing with some local employment as well as supporting community facilities and public services, in a much improved environment that takes advantage of existing woodland and the surrounding countryside. Building on the existing community sense of community was also highlighted'.

Next was a series of five minute discussions based on four 'stalls'. Here the issues, priorities and opportunities around the following topics were explored:

- Open Space + Flooding & Water Management;
- Access: Roads, Streets & Path Networks;
- Housing: New & Existing;
- Community Regeneration Issues: including Local Neighbourhood Centres.

Already some clear structuring principles started to emerge for the Design Team to explore using base plans and illustrative drawings. The principles included:

- Delivering clusters of high quality affordable housing that provides real choice;
- Reinforcing Beith Road as the main spine for Johnstone South West;
- Investing in a district centre or a series of smaller hubs;
- Significantly improving the landscaping in the area and exploring opportunities for increased habitat networks using the existing burns.

The key outcomes / issues arising at the launch event were:

- **Spine – Corridor: Beith Road:** reduce severance + traffic speed
- **Retain + Capitalise on Transport Links:** Park + Ride, bus services
- **Centres > Hub & Spokes:** neighbourhood services hierarchy
- **Community / Health:** JHS / Community sports. Create job employment opportunities. Events and visitor facilities
- **Open Space:** enhance provision, bio-diversity, flooding, drainage. Access to countryside + amenity. De-culverting burns?
- **Housing Cluster:** mixed communities: income, house types & tenure. Cater for an aging population. Identified key sites
- **Greening: Low Carbon Future:** landscaping & energy efficiency
- **Foster Community Leadership:** enhanced communication / buy-in





Wednesday 2 November

The second full day of the charrette involved around 30 people as part of the day long **Technical Stakeholders' Workshop** held at the Design Studio. The workshop was attended by the various statutory, voluntary, community organisations that have an interest in Johnstone South West. The day began with a guided bus tour of the area. The group then returned to the Design Studio for a series of technical briefings and detailed discussion to refine some of the implications of the emerging structuring principles including in particular:

- Infrastructure flooding and surface water Issues;
- Place, landscape and environmental improvement priorities;
- Movement including walking and cycling routes and public transport priorities;
- Key housing sites and local housing needs;
- Community regeneration priorities and reinforcing the existing very local retail facilities.



From the stakeholder workshop groups the headline topics for consideration includes;

Transport / Access

- Beith Road – reduce traffic / improving links
- Station / Interchange Enhancements
- Path Network Improvements

Open Space

- Access to Nature / Nature Routes
- Flooding + Water Management

Housing

- Mix, Mix, Mix – tenure, types
- Family / Elderly / Special Needs
- Funding + Procurement?

Community

- Implant a heart on Beith Road
- Stewardship / Community Champions

Around 20 people visited the Design Studio. The Design Team continued to prepare plans, drawings and illustrations based on the emerging structuring principles that would be presented at the Interim Public Review on the Thursday.

Technical Stakeholders' Workshop Photographs
Wednesday 2 November 2011



Thursday 3 November 2011

The third full day of the charrette included a **House Builders Developers & Housing Associations Forum** in the morning held at the Design Studio and attended by 18 people and they were joined during part of the discussion by the Chief Planner at the Scottish Government, Jim MacKinnon. This was an ideal opportunity to engage directly with house builders/housing associations and to hear first hand their view of Johnstone South West and the emerging recovering housing market.

It was clear from the discussions that the house builders viewed Johnstone South West as very much a 'tertiary location' where housing would only be delivered on sites where there were significant incentives including: deferred payment, public sector capital investment and deficit funding. The house builders considered that in order to stimulate the market the most attractive and easiest sites (CGA: 'green belt') should be released first. In their view quality design was 'secondary issue'. The forum agreed that the target markets in Johnstone South West were:

- Affordable owner occupation: family housing
- Social rent and shared equity: low cost initiative first time buyers
- Older people: housing options

There could also be an opportunity to explore the possibilities of 'buying back owned council houses' that are now under occupied as part of a funding package with a housebuilder to provide appropriate housing for older single people/couples in the local area.

In the afternoon the Design Studio hosted the **Spateston Pre 5 Centre** including 7 children and 2 staff. The children presented a 'mind map' highlighting their ideas for their community that included: safe cycling routes, community garden, small park, children's library. Twenty five senior S5/S6 Johnstone High School pupils and their teacher attended a workshop at the Design Studio as part of their Higher Geography studies. The pupils worked in four groups and gave four separate presentations on:

- Improving streets and spaces in the Howwood Road scheme (2)
- Improving the existing housing in Howwood Road
- Promoting health lifestyles in Johnstone South West

Around 45 people attended the **Interim Public Review Workshop and Exhibition** on Thursday evening at the Design Studio which marked the half-way point of the charrette process. The city region, settlement and town context for Johnstone South West was discussed and the 'best of both town and country' was identified as a headline vision. Establishing a district centre on Beith Road that consolidates the investment in Shared Campus/Community Sports Hub/Johnstone High School was broadly accepted as a strategic principle as well as safeguarding the existing local independent retail centres. Early studies for the thirteen potential development sites were shown, a number of these take advantage of longer term 'de-culverting' to provide improved environmental, landscape and habitat corridors. A good proportion of people stayed on to visit the exhibition and hold one to one discussions with the Design Team.

Key Outcomes

The Interim Design Workshop presented;

- Design suggestions for 13 housing sites for review
- proposed Beith Road as Johnstone SW's 'High Street'
- outlined a new hierarchy of centres; local, district, town, country, city
- Set out a range of transport initiatives
- Represented the Strategic Drainage Study findings for deculverting

The Design review enabled discussion to consider and inform the optimum solutions. The overarching principles were endorsed and best housing sites identified.



Top: House Builders, Developers & Housing Associations Forum
Thursday 3 November 2011

Bottom: Spateston Pre 5 Centre Workshop
Thursday 3 November 2011



Photographs from Interim Public Review Workshop and Exhibition
Thursday 3 November 2011





Friday 4 November

A **'Sense Check' Meeting** was held with around twelve Renfrewshire Council Technical Officers at the Design Studio. This was an ideal opportunity to review the strategic principles driving the Masterplan and some of the detailed emerging housing layouts. The result was that there was an opportunity for the Design Team to revise and refine the proposals to take on board some of the technical issues that had been identified. Meanwhile the Design Team continued to progress the Masterplan and the final presentational material.

Saturday 5 November

The **Closing Event and Exhibition** was held Johnstone High School Assembly Hall and attended by around 50 people. The event included an exhibition of the Design Team's work and a final opportunity for one to one discussions with the Design Team and this was followed by a presentation of the final Masterplan and Development Framework. The presentation was preceded by comments from the Minister for Local Government and Planning, Aileen Campbell.

The Design Team's presentation included city region, settlement and town context analysis, illustrated key strategic moves, schematic and detailed layouts and diagrams that highlighted proposals to improve connectivity in particular the foot/cycle path network, establish a district centre on Beith Road and promote a choice of new housing. The event included a sound and vision presentation from Peter McCaughey based on interviews with local people and the closing remarks were made by Cllr. Ian Nicholson, the Convener of Renfrewshire Council's Planning and Economic Development Policy Board.

Overall, more than 300 people were involved in the Charrette over the five days.



Closing Event Photographs
Saturday 5th November 2011

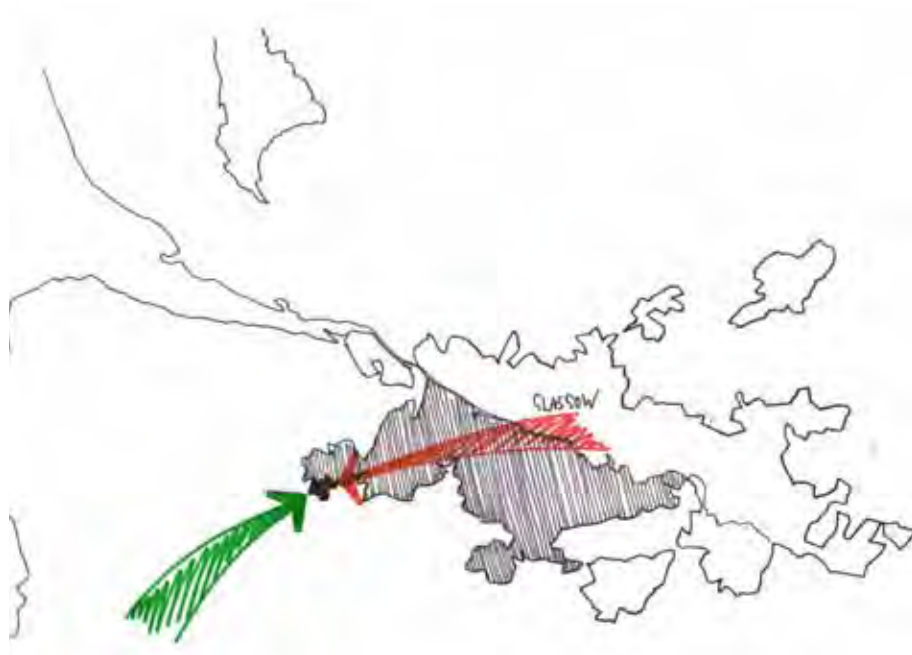


"The premises above my shop are lying empty at the moment and the kids are playing around there - sometimes they do damage the building."

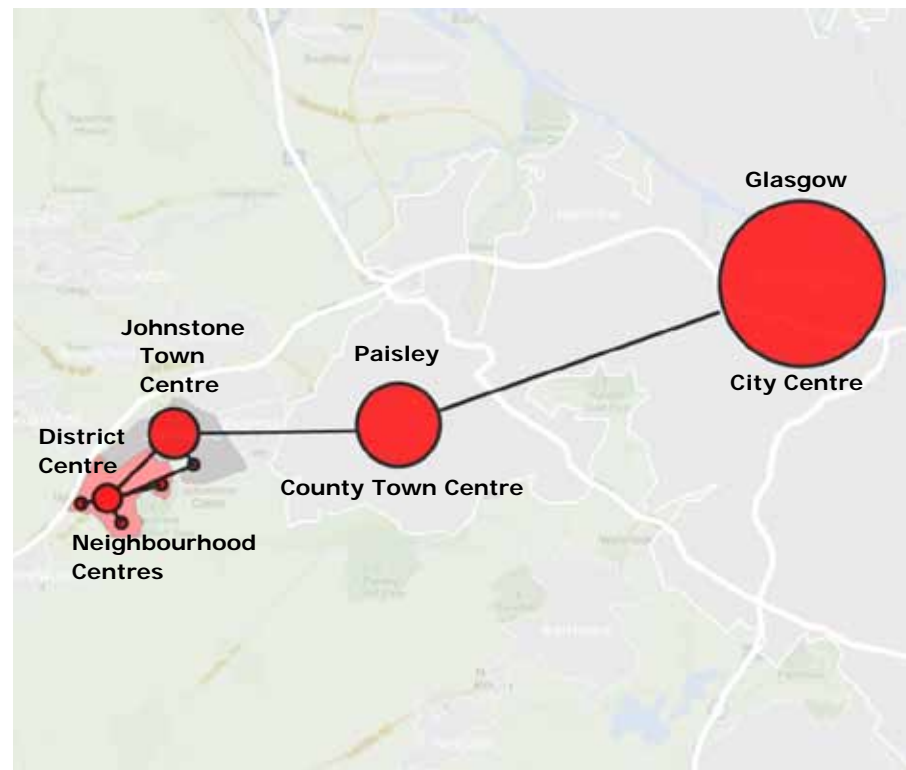


4.0 Masterplan and Development Framework





Best of Both



Hierarchy of Centres



Johnstone South West
Easy access to City & Country

Transforming Johnstone South West Masterplan

The ten year plus Masterplan to transform Johnstone South West that was presented on the final day of the charrette, offers a once in a lifetime opportunity to better design and better co-ordinated priorities to exploit the existing assets of the area. The assets include easy access to the Glasgow city region and the surrounding countryside.

New development should enable existing neighbourhood centres to be retained along with a new mixed use district centre on Beith Road. A network of local shops, community and leisure facilities throughout the area should ensure that the 6000+ residents of Johnstone South West have appropriate access to new housing, local services, employment, open space and public transport; the cornerstones of 21st Century sustainable communities.

The Masterplan uses distinctive place-mending to repair the existing built fabric, lower the area's carbon footprint and promote green infrastructure. As a result the Masterplan will unlock competitive development opportunities to provide an attractive choice of quality housing within a connected network of thriving resilient local centres in a healthy and sustainable environment. Overall a great place in which to live, work and bring up a family!

Vision: Johnstone South West 2021 has:

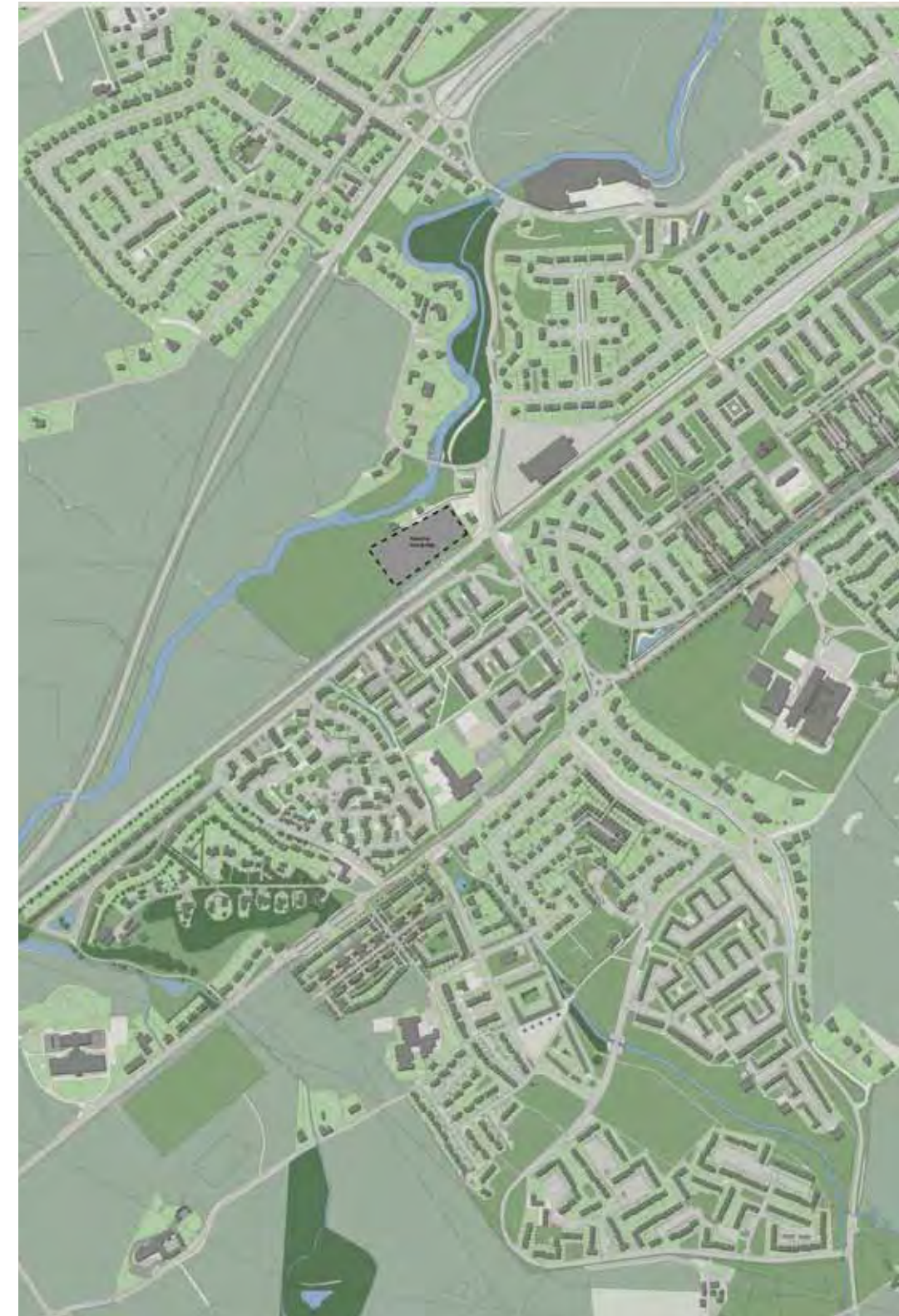
- easy access to the city & country;
- a great choice of quality housing & places;
- a connected network of thriving resilient local centres;
- a strong sense place & can do community attitude;
- safe, clean & well managed places.

**» Maximising on the Johnstone South West Assets:
More than the sum of the parts**

The masterplan recognises there a significant assets within the study area that need to be retained, enhanced and their benefits maximised. It is the aim of this masterplan to seek to benefit from the synergies of existing assets coupled with new investment to ensure that the outcome is more than the sum of the parts.

Key issues for consideration include;

- Countryside on your doorstep – the area is on the edge of the Glasgow conurbation and enjoys direct access to rural Renfrewshire
- Train Station > Interchange – the existing train station is a fantastic asset. Implementing a programme of improvements to improve the interchange between train, bus and car should be a priority
- Direct access to the City Region – the public transport network and road network both provide excellent access to the Glasgow conurbation with close proximity to the A737, Glasgow and Prestwick Airports and the rail network
- Existing neighbourhood shops – there is a network of cherished local shops in each neighbourhood. These need to be incorporated into a changing hierarchy of local centres
- Sports Hub investment – adjacent to the High School this facility is on site and will provide a focus for many community and sport activities.
- Sites available for development – there are a number of obvious, derelict brownfield sites available that have widespread support for redevelopment
- Positive Community Spirit – throughout the charrette there was recurring evidence of a strong, 'can do' spirit in the local community which needs to be harnessed





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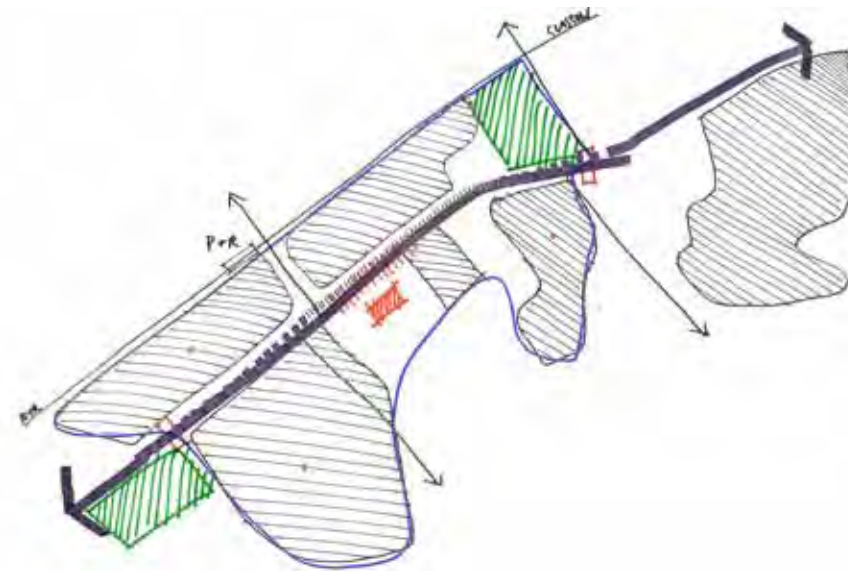
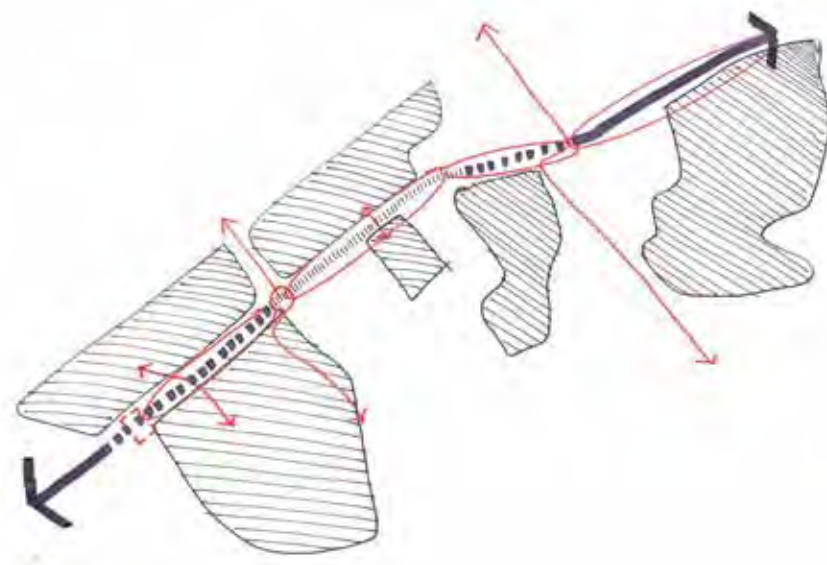
» Built Form – defining the most appropriate built form for different locations;

As a strategic level masterplan design framework there has not been detailed analysis of the individual and specific characteristics of each potential development site. However there are some characteristics of good place-making that should be applied in accordance with the site contexts.

- Sites imageability and legibility – it is essential that new development is arranged to create streets and spaces that are easy to orientate and move around
- Relationship to adjacent context existing and proposed buildings – in every instance there are interfaces with adjacent, existing housing. It is imperative that new development responds and links seamlessly with the existing settlement
- Sites optimisation and capacity – initial studies indicated indicative site capacities. Achieving the right mix of housing to an appropriate density requires careful, site by site consideration. However densities should be maximised wherever possible in line with best practice for sustainable settlements.
- Building massing, height and skyline – within the framework some initial considerations for landmark buildings to create emphasis in the urban plan have been shown. Optimising views and framing vistas to the surrounding countryside are key consideration. In the main it has been assumed that most residential development will be 2-3 story housing with some 4 storey walk up tenement flats.
- Active frontages and edges – activating frontages is critical; there are too many instances of dead frontage and rear gardens fronting main routes. New development should have clarity regarding frontage access
- Points of access – in tandem with the previous point frontage access and additional points of access on Beith Road will generate activity, transforming the look and feel of the street.

**» Achieving The Vision:
Seven Key Strategic Moves**

The Charrette process clearly identified seven key strategic moves necessary to achieve the vision for Johnstone South West, which are outlined below.



1. Acknowledging Beith Road as the main spine – corridor through Johnstone South West and to promote a distinctive street design for central part of Beith Road that is safe and pleasant for pedestrians and cyclists and aims to reduce severance and traffic speed. Beith Road could also be the spine of a **fast and high capacity fibre optic broadband network** to include the whole of Johnstone South West.

2. Retaining and capitalising on the excellent transport links including to the A737 to promote park and ride at Milliken Park Station and invest in the bus services by for example providing live timetable information.

Overall the aim is to encourage healthier lifestyles through promoting walking and cycling, encourage a choice of transport options, better integration of services and improving access for all, including the mobility impaired. The aim is also to improve community safety and security, both real and perceived and increase connectivity between neighbourhoods and services. This includes improving cycle routes in Johnstone South West and to improve connections with national Cycle Network Route 7.

3. Promoting a mixed use district centre on Beith Road to underpin the new investment at the West Johnstone Shared Campus/ Community Sports Hub and Johnstone High School. The new mixed use centre could include a small supermarket that would benefit from passing trade, hairdresser as well as business space targeted at start ups or businesses looking for the next rung on the ladder from working from home.

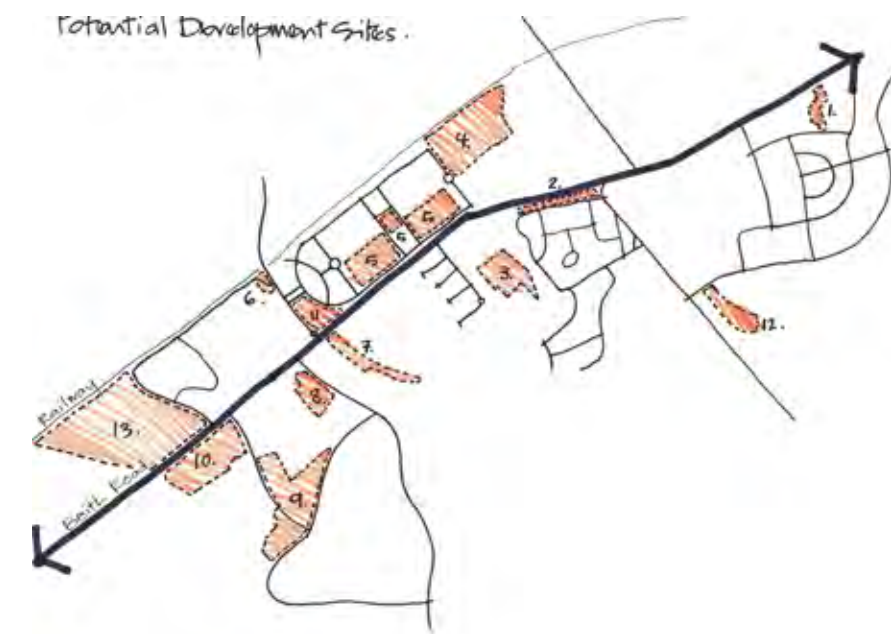
The centre could also include part time GP/dental surgery. Pedestrian, cycle, bus, taxi, car and service access are all required. For the supermarket, the floorspace could be around 300 sq m gross. Assuming the other units are in varying sizes of between 60 to 100 sq m gross, the total for the scheme could be up to 600 sq m gross. The new centre would be supported by adequate parking in addition to good pedestrian links to bus stops.



4. Safeguarding the network of small local neighbourhood retail facilities. This kind of very local independent retail provision is well supported by local residents, often employs local people and also retains spending in the local economy.



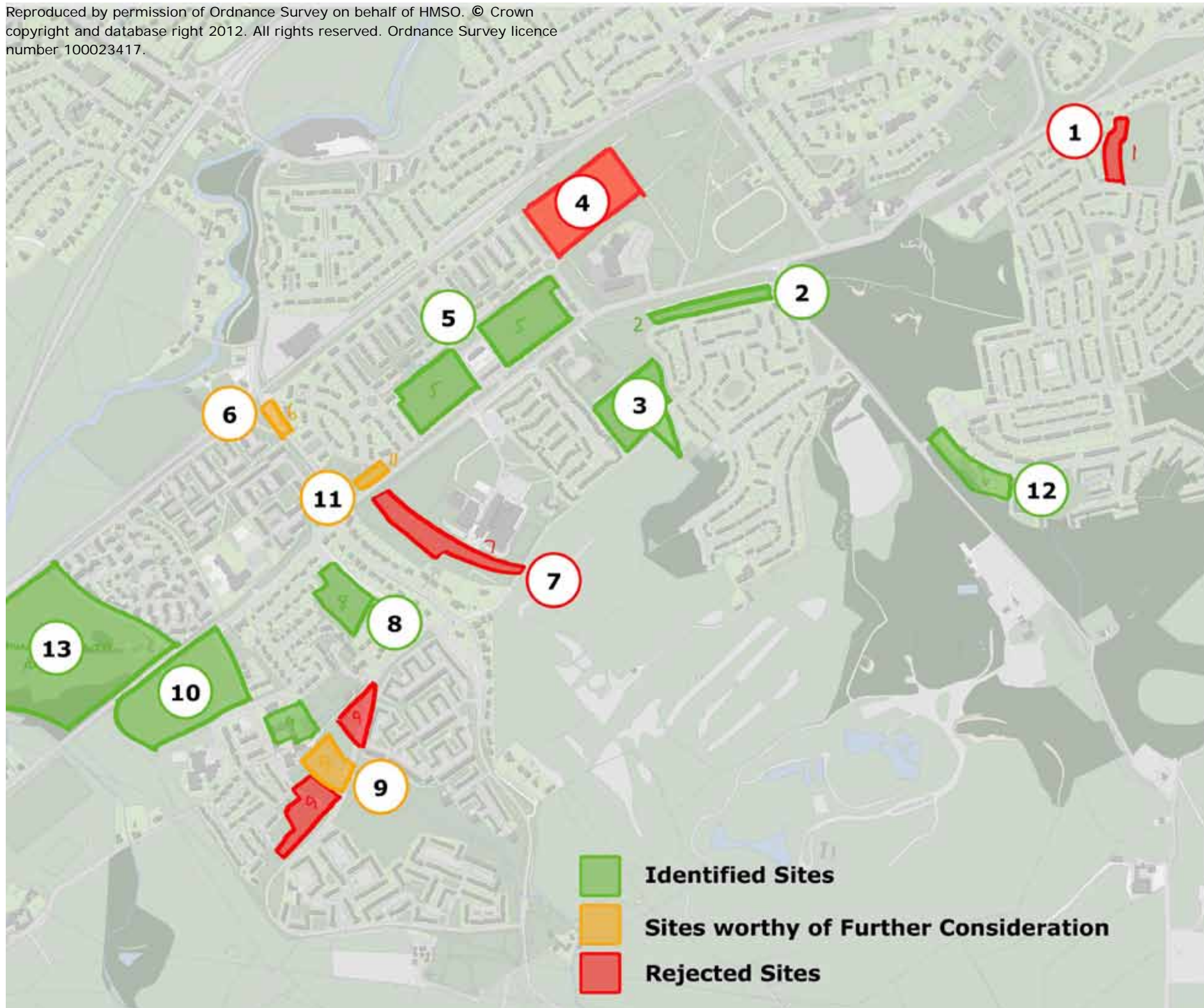
5. Enhancing the provision and improve the quality of open space and water courses by encouraging biodiversity, de-culverting and using sustainable urban drainage systems to improve amenity and access to countryside. This includes a commitment to a long term (25 years+) Strategic Water Management Plan that tackles the flooding and surface water management constraints. This includes de-culverting particular water courses and reducing water entering the system. The opportunities that result include increased habitat and improved habitat networks using Integrated Habitat Network (IHN) planning, improved amenity space with scope to promote water and landscaped routes. The implications include reduced long-term maintenance costs and more attractive development sites.



6. Promoting a series of housing clusters with mixed communities catering for a range of incomes, house types and tenures. This includes offering more housing options for elderly people. The residential areas accommodate sustainable urban drainage corridors and look to orientate houses to the south and include amenity space and public realm, streetscape and landscape areas that take account of microclimate, overshadowing, prevailing winds etc. The aim is to developed safe and secure places with passive surveillance, regular activity and good lighting.

7. Promoting green Infrastructure and a low carbon future in Johnstone South West to include the existing ecosystems, green spaces and water as integral to the Masterplan to deliver environmental and quality of life benefits. This includes improvements to Thomas Shanks Park and other open spaces and playing fields and improving access and community use of the Rannoch and Bluebell Woods.

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Development Opportunities

Site analysis and reference to the GCVGN study enabled the identification of 13 potential development sites throughout the study area; 12 infill sites, many on brownfield land, and 1 greenfield site to the western edge of the study area at Fordbank Stables.

Each of these sites were assessed in terms of site capacity, their role within the wider strategic development framework and ability to meet the housing needs outlined in the client brief and defined through discussion prior and during the charrette. An initial review of the technical viability of the sites was also undertaken in the course of discussions with the key agencies and statutory authorities engaged in the charrette. In all instances these require further detailed investigation to ratify the assessments made during the charrette. Moreover initial discussions with housebuilders (private developers, RSLs and the local authority) informed the review of potential sites. Throughout there was dialogue with local residents to assess the most appropriate and appealing development opportunities.

This exercise enabled the identification of nine identified sites (green), four sites worthy of further consideration (amber) and four sites that were rejected for a range of reasons (red); primarily because of technical constraints or significant public consensus. Refer to the table below for a summary of the site selection justification during the charrette. In all instances these recommendations warrant further detailed investigation. In addition there may also be other sites available for consideration but the most significant development sites are included within this study. These include; the Howwood Road gap sites, the former St. Cuthbert's High School site, Fordbank Stables, and the Thomas Shanks Park at the McMaster Centre.

Initial site capacity studies suggest that the selected identified sites can accommodate in excess of 500 units. A series of design sheets outlining the key issues and design opportunities in each of the principal development sites are on the following pages, along with a selection of environmental enhancement initiatives discussed and developed at the charrette.

Site Number	Site Name	Site Area (Hectares / acres)	Approx Site Capacity	Existing Status / Context	Proposed Designation	Justification / Reason for Proposed Designation
1	Poplar Avenue Playing Fields	0.43	N/A	Sloped site currently public open space.	Red – Rejected	Despite some level of acceptance during the charrette to the principal of development information was presented at the charrette indicating that recent buried Scottish Water infrastructure installations precludes development of this site.
2	Tannahill Crescent	1.10	30	Cleared site for housing being developed by Lint HA	Green – Identified	Site with submitted planning application and scheduled site start. Development already forthcoming.
3	Floors Burn at Spateston Level	1.95	20	Park / Playing Field site	Green – Identified	Attractive site adjacent to core path network, golf course setting, accessible via Woodlands Crescent (clearly arranged to allow future extension) and next to the potentially deculverted Floor Burn. Site encourages high value house types adding to mix of typology and tenure.
4	Thomas Shanks Park	4.15	70	Former housing scheme site replaced with playing fields and derelict sports centre	Red - Rejected	Previously part of the original Howwood Road scheme. Less appealing area of Thomas Shanks Park adjacent to proposed deculverted Floors Burn. Presence of sports field and McMaster Centre (with long lease arrangements) complicates development prospects. May also be contentious as valued green space in the neighbourhood.
5A	Howwood Road / Beith Road West	1.68	62	Flat, cleared brownfield site (former school)	Green – Identified	High profile cleared site currently blighting the area. Opportunity for frontage development on Beith Road, including location of new 'district' centre providing retail and commercial opportunities. Links to new Sports Hub and existing High School campus. Top priority site. Critical regeneration location.
5B	Howwood Road / Beith Road East	1.68	66	Flat, cleared brownfield site (former school)	Green – Identified	As with site 5A though liable to be housing with potential community facility provision. Could be landscaped as community park in interim. Critical regeneration location.
6	Corseford Avenue at Miliken Park Station	0.36	N/A	Gap site adjacent to Miliken Park rail halt	Amber – Further Consideration	Potentially difficult site to develop due to site layout, levels and proximity to rail infrastructure. Important to ensure any development proposals do not prejudice station enhancements. Potential opportunity for mixed use / commercial development given proximity to station and footfall. Site profile as 'gateway' from north would warrant a landmark building 'in the round'
7	Spateston Burn / High School	1.41	N/A	Sloping site within school grounds backing onto Auchengreoch Avenue potentially fronting deculverted Spateston Burn.	Red – Rejected	Contentious site reducing school campus grounds requiring potentially significant enabling to achieve site access and infrastructure. Not deemed to be a high priority site in consultation through the charrette.
8	Auchengreoch Road	1.08	40	Greenfield gap site surrounded by pockets of development. Frontage presence on Auchengreoch Road	Green – Identified	Gap site presenting itself as a natural infill development site. Site offers an opportunity to 'complete' development on Auchengreoch Road and infill a gap let over from initial development of Spateston and subsequent infill development in the more recent past.
9A	Spateston Centre	1.21	25	Current location of neighbourhood centre including vacant library building and retail units. Deteriorating building condition.	Green – Identified	Existing building stock in poor condition and earmarked for demolition / redevelopment. Well serviced and connected site with strong presence on Halhill Road and Spateston Burn green corridor. Important site to redevelop to enhance the setting of central Spateston.
9B	Spateston Park West	1.02	N/A	Public open space	Red – Rejected	Contentious site rejected by numerous consultees during charrette. Valued open space albeit in need of improvement to provide community benefit.
9C	Spateston Park Centre	0.78	25	Public open space	Amber – Further Consideration	Charrette consultees potentially supported site for development in parallel with Site 9A. Despite being green open space awareness that this is a high profile site at junction of Halhill Road and Spateston Road which would require landmark corner development at key location
9D	Spateston Park East	0.60	N/A	Public open space	Red – Rejected	Contentious site rejected by numerous consultees during charrette. Valued open space albeit in need of improvement to provide community benefit.



Site Number	Site Name	Site Area (Hectares / acres)	Approx Site Capacity	Existing Status / Context	Proposed Designation	Justification / Reason for Proposed Designation
10	St Cuthbert's High School	3.56	100	Flat, cleared brownfield site (former school)	Green – Identified	High profile cleared site currently blighting the area. Opportunity for frontage development on Beith Road. Potential location of new neighbourhood centre for Spateston on Halhill Road, as discussed with traders/retailers during charrette. Enthusiasm for retailers to engage in new development as non-residential component in housing led redevelopment. High priority site. Critical regeneration location with role as 'gateway' to Johnstone on the Beith Road.
11	Cochranemill / Beith Road junction	0.78	N/A	Gap site adjacent to roundabout	Amber – Further Consideration	High profile site on roundabout at junction of two major roads through the site. The 'gateway' to the new district centre. Difficult site to redevelop and access / service. May be worth further consideration in future.
12	Maple Drive	1.44	30	Cleared, brownfield site (former housing)	Green – Identified	Redevelopment opportunity on previous housing site. Potential quick win with an attractive setting adjacent to Bluebell Woods and forming frontage to Maple Drive.
13	Fordbank Stables Site / Community Growth Area	10.7	121	Greenbelt site earmarked in planning policy for housing development.	Green – Identified	Attractive Greenfield site characterised by existing established tree belts and farm steadings. Discussions with private developers confirmed potential interest in site which would be the easiest of those available to bring to market. Located within walk distance of rail halt and provides natural redefinition and gateway to settlement envelope in tandem with Site 10 – St Cuthbert's

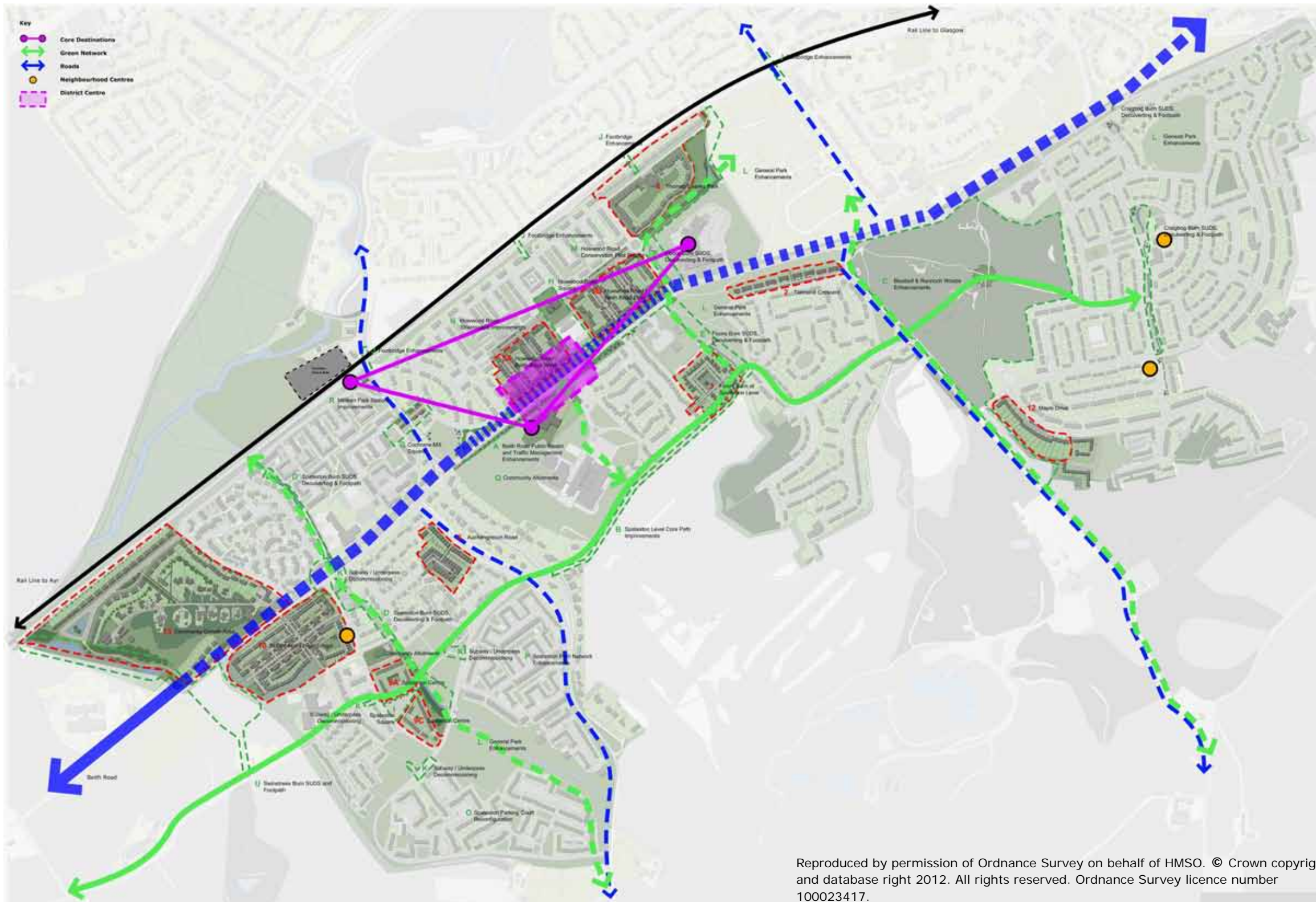
» Environmental Enhancements

A number of environmental enhancement opportunities that fit well with the seven key strategic moves were identified during the charrette, which are summarised in the Table below.

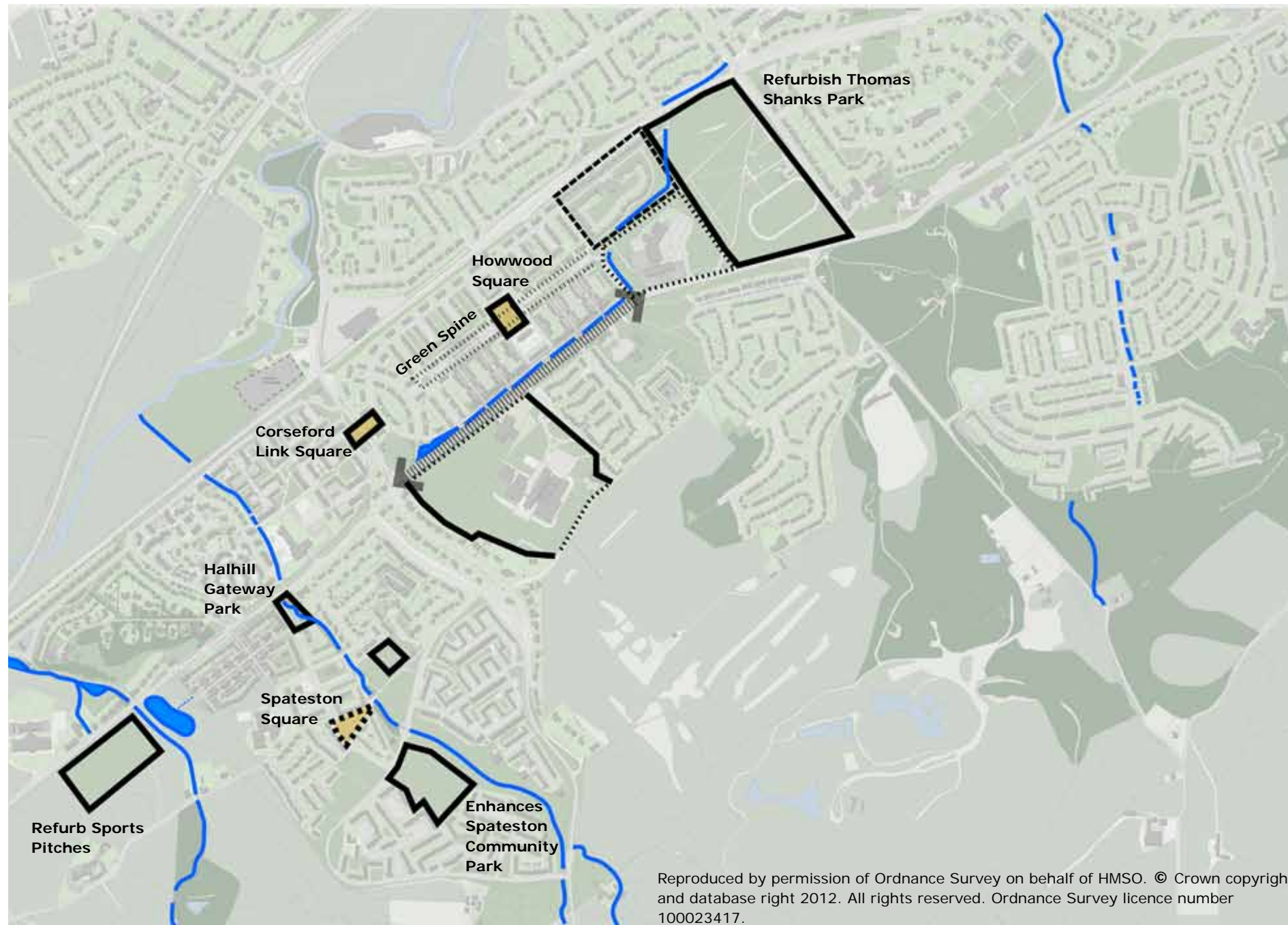
Opportunities / Location	Proposal	Justification	Priority / Timeframe	Delivering Strategic Objectives
A	Beith Road Public Realm + Traffic Management Enhancements	Refurbishment of public realm in parallel with redevelopment of Howwood Road sites and Sports Hub at Johnstone High School. Horizontal traffic-calming to reduce traffic speeds and enhance pedestrian crossing points. Provision of cycle lanes. Enhanced lighting including feature lighting. Set piece public realm 'square' at interface between Sports Hub / School Campus and regenerated Howwood Road housing scheme. Removal of some screen planting to open up School / Sports Hub. New swale as part of drainage infrastructure / de-culverting initiative.	High Priority Medium Term	1, 2, 3, 5, 7
B	Spateston Level Core Path Improvements	Refurbishment of existing core path with resurfacing, replacement lighting and signage.	High Priority Short Term	2, 4, 5, 7
C	Bluebell + Rannoch Woods Enhancements	Provision of extended woodland path network as part of ongoing programme of improvements and management by FCS.	Medium Priority Medium Term	2, 4, 5, 7
D	Spateston Burn SUDs, Deculverting + Footpath	In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse	Medium Priority Long Term	2, 5, 7
E	Floors Burn SUDs, Deculverting + Footpath	In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse	Medium Priority Long Term	2, 5, 7
F	Craigbog Burn SUDs, Deculverting + Footpath	In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse	Medium Priority Long Term	2, 5, 7
G	Cochrane Mill Square	Reconfiguration of public open space to create 'gateway' square providing entrance to Corseford and Howwood Road neighbourhoods including improved street lighting, public realm improvements, enhanced pedestrian crossing points and signage.	Low Priority Medium Term	2, 5
H	Howwood Road Square	Provision of centrepiece public open space in parallel with redevelopment of adjacent gap sites. Lighting and public realm improvements.	Medium Priority Medium Term	2, 3, 5, 6, 7
I	Spateston Square	Creation of new public square in parallel with redevelopment of Spateston Centre. New focal point of Spateston adjacent to Spateston Burn and on the core path network. New public realm and lighting.	Medium Priority Medium Term	2, 4, 5, 6, 7
J	Footbridge Enhancements	2 pedestrian footbridges and 2 road bridges with footpath providing north south links over Glasgow-Ayr rail line. Improvements to existing bridges including lighting and refurbishment of footpaths and parapets. Improve accessibility in line with disability access requirements (though not step free access as not viable in all instances)	High Priority Short Term	2, 5
K	Subway / Underpass Decommissioning	Replacement of existing underpasses (predominantly in Spateston) with at grade crossing points. Localised horizontal traffic calming to reduce traffic speeds.	Medium Priority Medium Term	2, 5



	Opportunities / Location	Proposal	Justification	Priority / Timeframe	Delivering Strategic Objectives
L	General Park Enhancements	General enhancement to parks (Thomas Shanks, Spateston, Johnstone Castle) to create safe and attractive amenity for all ages. Improved seating, lighting, structured play areas, trails and footpaths. Extent of work to be developed in consultation with users.	Improve valued but under used community parkland for leisure, sport and activities. Improve setting and bio-diversity of area.	Medium Priority Medium Term	2, 5, 6, 7
M	Howwood Road Conservation Pilot Project	Develop Conservation Management Plan / enhancement proposal for Thomas Tait's renowned housing scheme. Consider Conservation Area status. Review initiative with Historic Scotland. Seek funding (eg. HS Conservation Research Grants) for pilot project to take forward specimen project to refurbish one 4 in the block units as demonstration project.	Architecturally significant housing scheme requiring refurbishment to secure heritage asset. Inform future housing stock improvements (SHQS) in line with appropriate conservation of Modernist architecture asset.	Medium Priority Medium Term	6, 7
N	Howwood Road Streetscape Improvements	General enhancement of open space and streets throughout existing housing area in line with 'Designing Streets' principles. Include planting of street trees, boundary hedging, lighting and streetscape enhancements to improve setting of area and reduce traffic speeds, encouraging pedestrian and cycle activity. Consideration to reinstating gardens to original depth, removing alleyways.	Currently very harsh environment in urgent need to greening and managed improvement. Removal of 'crime zones'. Reduce traffic speed and create more pedestrian focussed environment.	Medium Priority Medium Term	2, 5, 6, 7
O	Spateston Parking Court Reconfiguration	Reconfiguration of parking courtyards as part of re-evaluation of open space in Spateston. Further design work required to assess extent of surplus hard-standing and potential to enhance open space throughout Spateston.	Reduce extent of hardstanding and create greener open space environment.	Low Priority Medium Term	2, 5, 6, 7
P	Spateston Path Network Improvements	Reconfiguration of path network to remove 'dead ends' and improve pedestrian connectivity as part of re-evaluation of open space in Spateston. Further design work required to assess potential to enhance route and path networks throughout Spateston.	Reduce extent of 'dead ends' and poorly connected paths throughout the neighbourhood.	Low Priority Medium Term	2, 5, 6, 7
Q	Community Allotments	Provide community allotments / gardens associated with Schools and Nursery.	Recurring request throughout the charrette. Presents an opportunity to provide a focus for community to come together. Potential 'quick win'	High Priority Short Term	5, 7
R	Miliken Park Station Improvements	General station enhancements comprising an array of potential improvements including: <ul style="list-style-type: none"> - formation of a 'kiss and ride' lay-by - platform extensions for 8 car sets (currently 145m extend westwards to 200m) - step free access to Glasgow bound platform (wheelchair accessible ramp from footpath to platform) - enhanced station lighting - waiting pavilion with ticket vending machine and kiosk – say 6m x 8m - park and ride facility – further investigation required on access and siting - lockable cycle storage 	Encourage patronage of public transport. Ensure passenger experience is attractive, safe and comfortable. Encourage enhanced multi-modal interchange. Improve links to city region	High Priority Medium Term	2, 7
S	JSW Artwork Programme	Dovetail with overarching environmental enhancements a programme of art installations (sculpture, lighting installations, environmental graphics, visual records etc.)	Augment and support a strong sense of place. Encourage interaction with environment. Provide a marker to the regeneration of JSW. Supports the area to become a destination	High Priority Medium Term	5
T	JSW Interpretation Programme	Dovetail with overarching environmental enhancements a network of interpretation panels, web based resources and events that outline the rich ancient and recent history and natural heritage of the area.	Enriches the sense of place and understanding of the area amongst residents and visitors alike. Supports the area to become a destination.	High Priority Medium Term	5
U	Swinetrees Burn SUDs + Footpath	In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse	Implement recommendations of GCVGN study to address long term flooding and water management issues, increase visual amenity and create 'green-blue' burn corridors enhancing the links, bio-diversity and setting of the area.	Medium Priority Long Term	2, 5, 7



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**Johnstone South West:
Fundamental Constraints & Opportunities**

Based on the briefing material, initial analysis and discussions, the Design Team highlighted and addressed within the masterplan the following fundamental constraints and opportunities, namely:

Open Space + Flooding & Water Management: The fragmented urban form and flooding issues present both significant challenges and opportunities in developing future proposals for Johnstone South West. The area is characterised by large pockets of informal amenity open space and vacant brownfield land, while residential neighbourhoods are relatively self contained. The area is also prone to significant flooding during extreme events, with subsequent damage to residential and commercial property. Therefore the Masterplan and Development Framework provide a clear opportunity to address these issues and deliver multiple benefits for the area.

Significant areas of formal and informal amenity open space exist throughout the area, particularly to the east where Bluebell an Rannoch Woods, provide significant South Westathes of mature woodland that is now owned and managed by FCS. The woods connect to the urban area and provide linkages to open countryside to the south.

The Johnstone SW Charette has significantly built upon the previous work carried out for the Green Network Integrated Urban Infrastructure, which identified a strategy for future Surface Water Management and development, setting out the principles for Renfrewshire Council to consider and potentially include within supplementary planning guidance. This strategy sets out proposals for opening up culverted water courses and incorporating the water environment within a Water Sensitive Urban Design approach. The strategy also seeks to realise opportunities for environmental enhancement through the development of green/blue routes, identifying areas where water will be designed to be stored and conveyed during periods of extreme weather. These routes also provide significant opportunities for Johnstone SW to integrate with and enhance the existing habitat networks.



Access: Roads, Streets + Path Networks: Around 75% of local residents are within 800 metres of Milliken Park Railway Station, while almost all are within 400 metres of bus routes (See Transport and Path Networks plan overleaf). There is a significant opportunity to further improve connectivity and to develop proposals which further encourage walking and cycling and maximise existing public transport linkages.

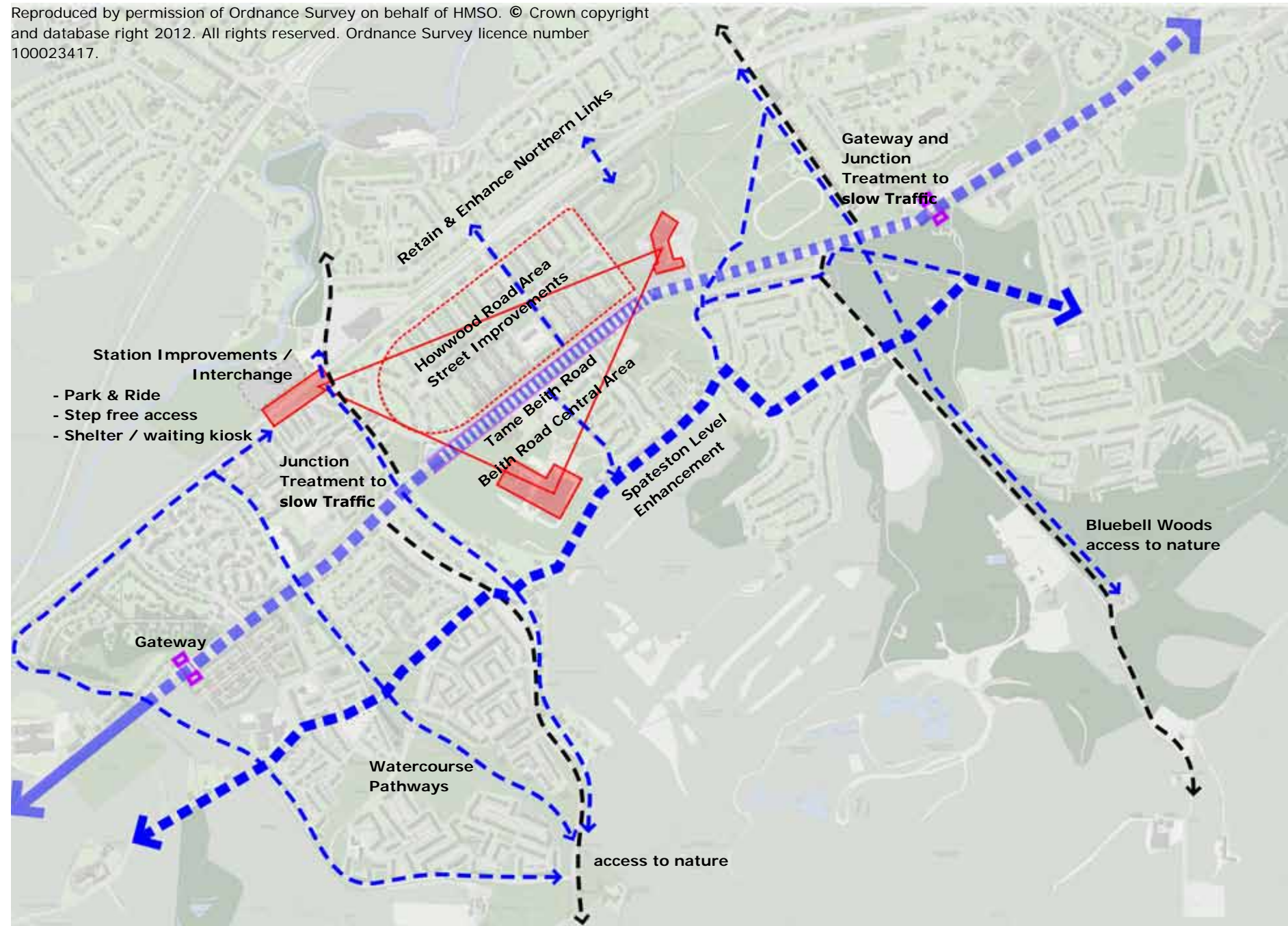
Housing: The area has around 2,350 housing units, with the majority of these owned by the Council. Some 70% of housing stock consists of relatively high density flatted or terraced properties there are clear opportunities to improve the choice of affordable family housing to encourage 'returners' and provide more housing options for elderly residents

Community Regeneration Issues: Local Neighbourhood Centres: Around half of the area is urbanised, comprising mainly of residential neighbourhoods with associated limited but well supported and independently owned local retail centres. A significant shared primary school campus is located off Beith Road and the community sports hub is under construction on the Johnstone High School site.

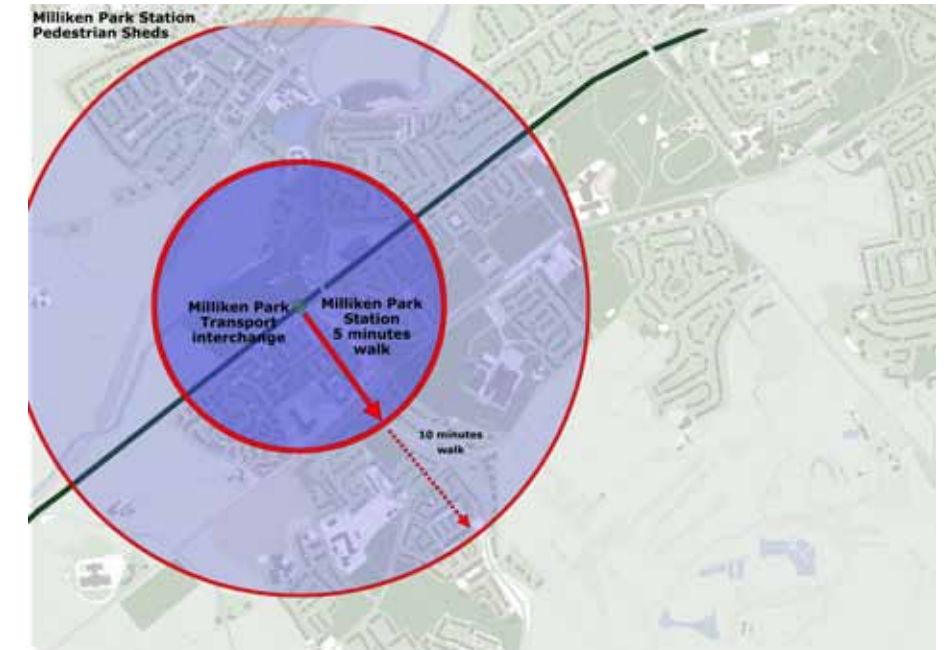


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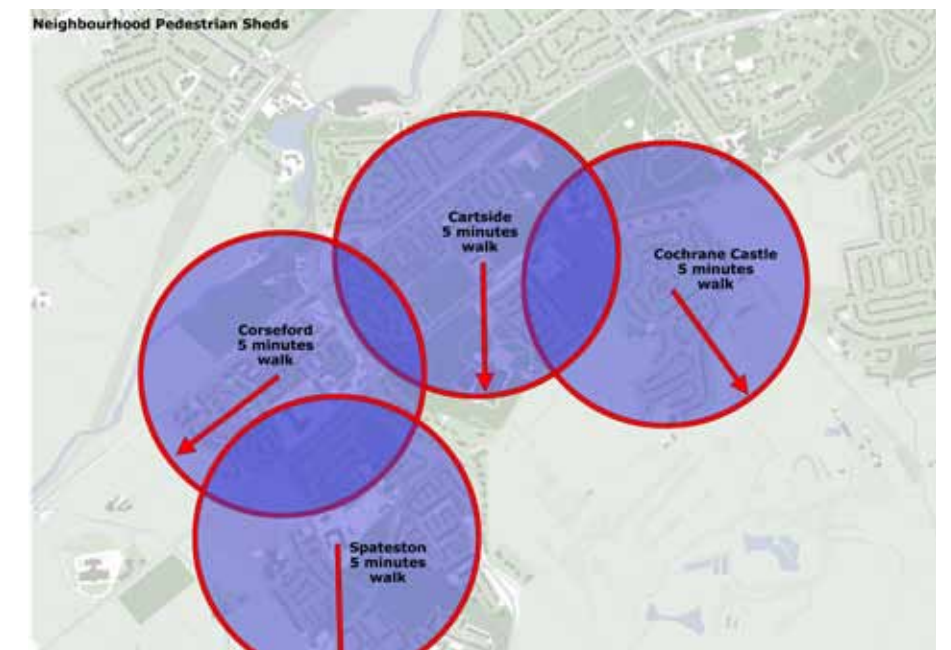
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Johnstone South West Transport & Path Network



Johnstone South West Transport Interchange Ped Sheds



Johnstone South West Neighbourhood Ped Sheds



» Transport

Transport Planning Ltd provided advice on transport issues during the charette process. These were dealt with as per the nationally established hierarchy of travel modes – pedestrians, cyclists, public transport and private car. The outcomes below describe the key transport matters arising from the charette and taken forwards into the development of the outputs.

Pedestrians and Cyclists

Improvements to the **general connectivity** of all the neighbourhoods was an issue that emerged strongly during the charette. Of particular interest to the community was the need to develop **safer crossing of Beith Road**. Farther south, the path running east to west behind the High School ('Johnstone Level') is formed by designated Core Paths John 1 and John 2. Improvements to the **conspicuity of the path** (perhaps by signage to and from surrounding key routes) together with its maintenance were amongst issues raised. **Lighting** in the area and the **general security** of path movements were certainly issues that were raised, but not that frequently.

The general 'feel' of the remote (i.e. non vehicular) railway crossings and underpasses in the area also came in for comment with general consensus that improvements to these would be useful.

Opening water courses in a north / south direction also affords the opportunity for additional linkages leading to the spine of Beith Road.

Beith Road itself is capable of carrying either **advisory cycle lanes** (i.e. markings within existing carriageway) or, in large part, space exists to widen one or both footways to provide **shared cycleway / footway**. Some combination of these inputs could achieve continuous 'cyclability' along much of Beith Road.

Enhancements to **cycle storage** (presently provided by three steel hoops) at the station also featured in comments.

Public transport

In relation to buses, most respondents felt that services had declined over the years, most notably in the evenings with poor service provision after 1800. **Development** in the area would offer opportunities for commercially viable services to return at shoulder times. Stop provision is widespread throughout the neighbourhoods, with the exception of the northern part of the Howwood Road estate – but this area still lies within a short walk of Beith Road.

The possibility of linking all five neighbourhoods to and across Beith Road by means of a **'circular' shuttle** was raised, but many providers (e.g. Key Coaches) already operate a similar service. However, regularity and reliability of service provision was criticised heavily and that impression carried forwards into unreliability related to linkages with onward connections using express bus or rail services.

Improvements to service information by ensuring **updated timetables are on display and available** (e.g. on the actual bus) could aid matters as would **real time** provision at key stops.

Interchange opportunities clearly exist at Milliken Park railway station and **the bus stops in front of the station and on Cochrane Mill Road** are obvious candidates for real time.

In relation to the rail station itself, new rolling stock on the line (on some trains) exceeds the platform length and **extensions to the platforms** would clearly aid matters. In relation to the Glasgow bound platform, **step free access** is an obvious requirement that could be pursued though ground apparently in private hands would be required to effect a solution.

Kiss and ride / pick up and drop off could be accommodated in present grass areas to the south of the station, but provision of a larger **park and ride** would appear to require ground to the north. However, the ground is vacant and accessible.

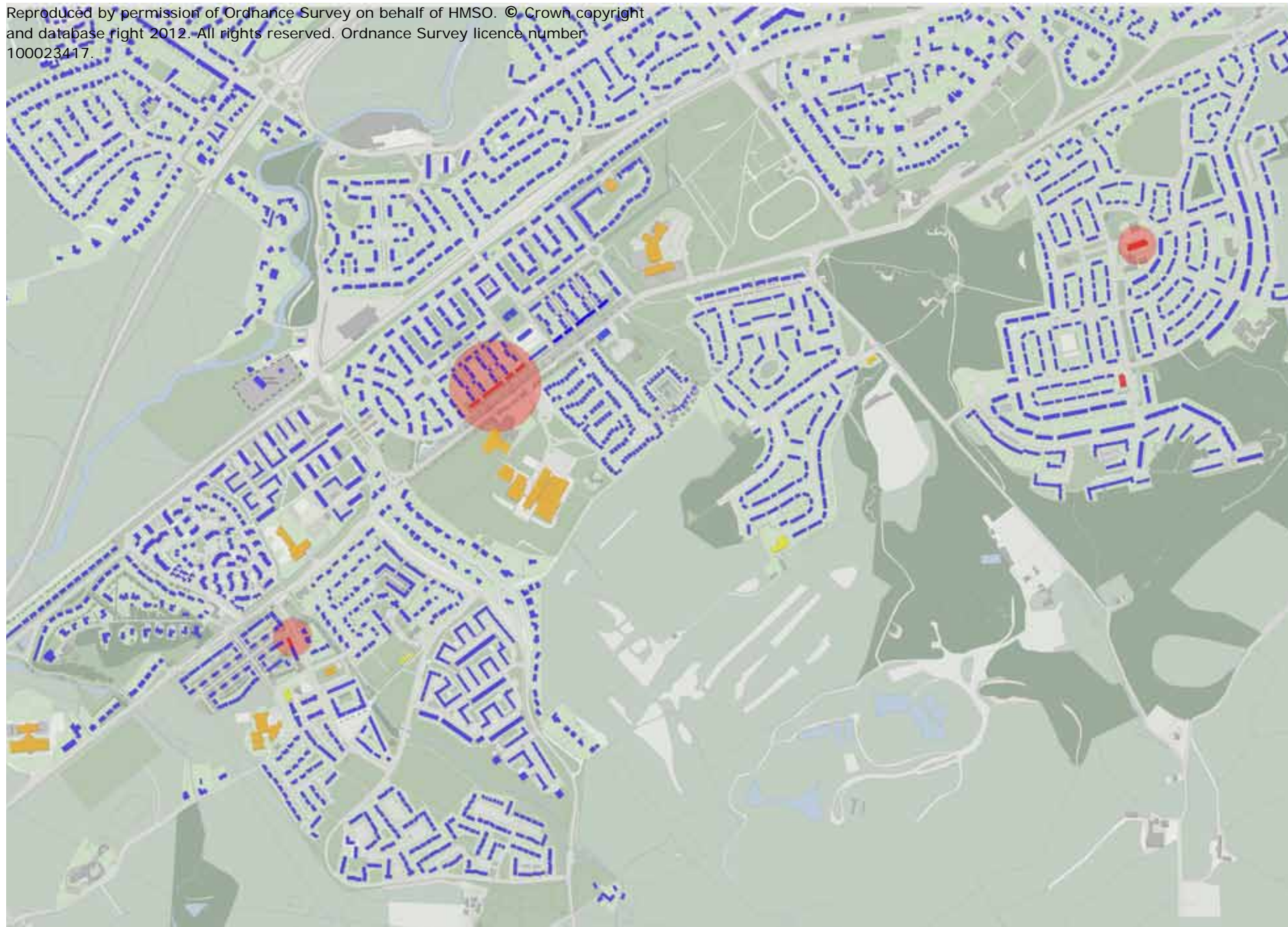
Private Car / Roads

The need to change Beith Road from a **corridor of severance to a corridor of connectivity** was the key theme emerging from the charette that related to the core of the developable area. **Gateway treatments** at the east and west ends of Beith Road and **junction treatment** at Cochrane Mill Road and Quarrelton Road could be used, in tandem with **frontage development**, to transform the central core of the route (i.e. past the High School and Howwood Road estate) into a more vibrant, usable area with passive surveillance, greater crossing and linking opportunities and a more urban feel.

General

Access to food shopping and healthcare were recurring topics which could be aided by development of local facilities as well as connectivity improvements. **Web based travel planning** was mentioned by only one respondent and could speak to a gap in web based access locally. Finally, the general street fabric and layout within the **Howwood Road** area was thought to be in need of improvement to its connected layout.

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Key

- Residential
- Mixed Use
- Community
- Civic
- District /
Neighbourhood
Centres

» Delivering Mixed Use Development

The residential and commercial property markets are taking time to return to normal levels of activity. It is anticipated that reduced levels of investment and development will continue to be curtailed by a lack of debt finance in the short term (1-3 years) but then these should pick up from the middle of this decade to facilitate a more balanced supply and demand scenario as a result of a gradually improving economy.

In terms of the **residential market**, smaller sites (as opposed to large strategic sites) will be easier to deliver especially those not requiring significant infrastructure servicing. Within this there will be opportunities to consider a broad spectrum of housing types comprising family, older peoples' accommodation, etc, and tenures including owner occupier and rental provision (full, mid-market and affordable rent).

Ideally this will be provided by a mix private housebuilders and Registered Social Landlords. The masterplan therefore has as one of its aims to create the conditions which would give private housebuilders the confidence to invest in the area.

The masterplan will help to create the conditions that should give private investors and developers more confidence in Johnstone SW by promoting place-making through the compelling vision, coordinating delivery, attracting funding for advance infrastructure investment, providing greater certainty by accelerating the approvals process and so overall creating more integrated place.

There is limited scope for widespread **mixed use development** across the study area. It is predominately a residential area with local authority provided supporting amenities such as education and sports, many of which are in new build facilities. There is however a lack of private business such as retailers, commercial leisure, etc.

Following advice from Ryden, it is considered therefore that a **new south west Johnstone 'district' centre on Beith Road would be both commercially viable** and acceptable in planning terms, augmenting the retained neighbourhood centres in Spateston and Johnstone Castle. The existing function of Beith Road as the main transport corridor through the area, coupled with the critical mass of new investment at West Johnstone Shared Campus, Community Sports Hub, and Johnstone High School, will mean more 'footfall' and demand for retail use. This makes Beith Road the most viable location for the district centre.

For a new build district centre in the study area, Ryden advised the provision for a small supermarket to anchor the development and perhaps three other small units which could accommodate uses including for example: a pharmacy, betting shop, hairdresser, take-away, restaurant, post office and newsagent.

For the supermarket, the floorspace could be around 300 sq m gross. Assuming the other units are in varying sizes of between 60 to 100 sq m gross, the total for the scheme could be up to 600 sq m gross.

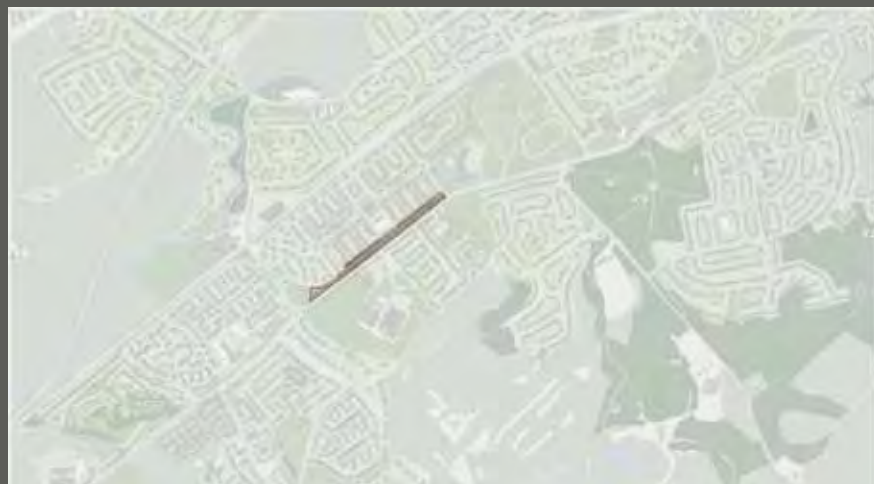
The new centre would require to be supported by adequate parking in addition to good pedestrian links to bus stops.

It would be prudent to undertake soft market testing with selected active potential occupiers and developers prior to the option being progressed in more detail.

In addition to retail uses, it is suggested that consideration is given to community services/ amenities including health care such as doctors and/ or dentist surgeries.

» Johnstone South West: Design Proposals

Concept proposals for the six main identified sites are detailed over the following pages of the report. The proposals use a common format that identifies the location, key issues, design concept and opportunities.



Beith Road Public Realm Works (A)

Site: Beith Road from the roundabout at Cochranemill Road to Thomas Shanks Park

Current Context: Beith Road (B787) is the historic arterial route south west from Johnstone. The road is the major thoroughfare through the Johnstone SW study area.

Relationship to the Masterplan: The road is the principal route south west from the town centre and runs between the five neighbourhoods in the Johnstone SW area. Beith Road is redefined in the masterplan as the 'High Street' for Johnstone SW and forms the spine to the masterplan.

Proposal: Reconfiguration of streetscape through enhanced public realm, horizontal traffic calming, improved pedestrian crossing points and cycleways to create a centrepiece to Johnstone SW and encourage interaction between the neighbourhoods that can come together at the new 'district' centre, Sports Hub and the School campus on Beith Road.

Site Location



Site Photographs



Key Issues

Beith Road has the same characteristics as it was before the opening of the A737 bypass relief road to the north. Despite the subsequent reduction of through traffic the road geometry and character has remained largely unchanged. The Beith Road was one of the key recurring issues raised repeatedly throughout the charrette. Traffic speeds are too high, road safety is a significant issue (particularly given the proximity of numerous schools) and the road is seen as a barrier between the neighbourhoods in Johnstone SW. The Road is strategically critical for the area; it can link the neighbourhoods together and provides the key route to the town centre. It's location at the heart of the study area demands it plays a central role in the regeneration of the area. It can act as a spine bringing the constituent parts together providing a positive future for tamed Beith Road transformed into Johnstone SW's 'High Street'.

Site as Proposed



Design Concept and Opportunities

This stretch of Beith Road needs reduced traffic speeds and improved pedestrian connectivity. Horizontal traffic calming, coupled with enhanced public realm north and south of the road will reduce severance and create an attractive centrepiece to the area and appropriate setting for a new 'district' centre tying into the Sports Hub and School Campus.

Robust hardscape detailing with street trees, widened footpaths, improved lighting, artwork and planting will enliven a currently uninspiring road corridor. The introduction of a swale / burn along the north side of the street will further enhance the setting.

The backdrop would be the redeveloped and regenerated Howwood Road scheme and the new Sports Hub which should be revealed as a landmark building with the selective removal of screen planting along the south side.

Artists Impression of Design Proposal



Design Precedent



Design Precedent



Sketch Section of Design Proposal
 HOME ZONE PARKING BAY CRAIGVIEW AVENUE NEW BRIDGE WATERCOURSE & LANDSCAPING LINK ACCESS BEITH ROAD COMMUNITY-JOHNSTONE SPORTS HUB



Sketch Section of Design Proposal
 GARDEN HOUSES PARKING BAY CRAIGVIEW AVENUE WATERCOURSE & LANDSCAPING BEITH ROAD COMMUNITY-JOHNSTONE SPORTS HUB



Howwood Road Site (5A + 5B)

Site: Howwood Road gap sites between Beith Road and Dundonald Avenue either side of the existing parade of shops.

Area: 3.6ha

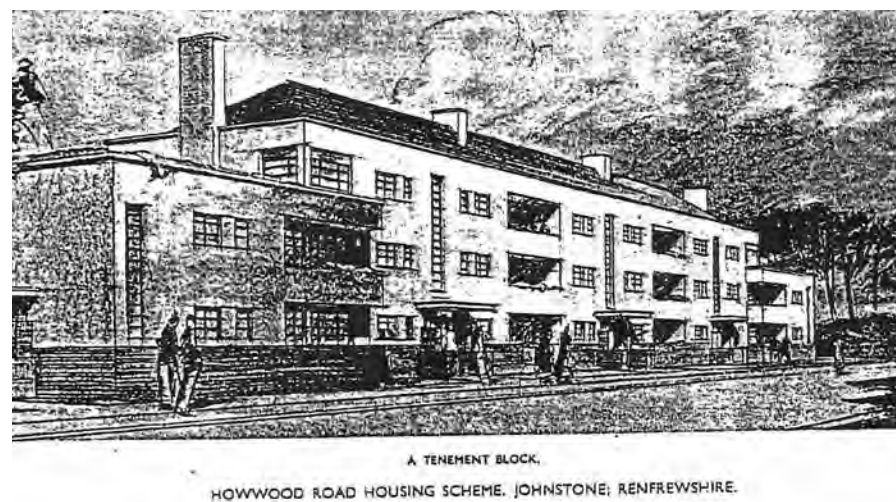
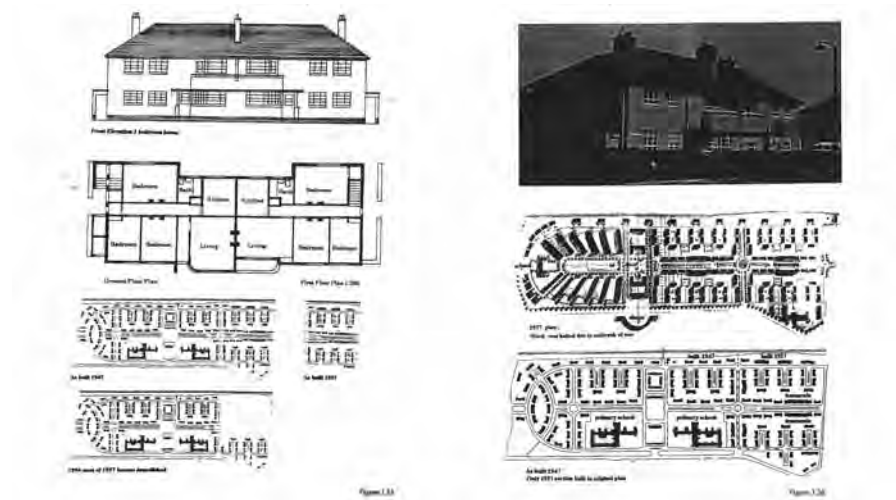
Current Context: flat, cleared brownfield sites within housing scheme fronting Beith Road

Relationship to Masterplan: priority location providing location for new 'district centre' on Beith Road with housing enhancing north-south linkages through the Howwood Road scheme

Proposal: approx 125 units, predominantly housing with front and rear gardens, arranged in perimeter blocks creating a network of streets that tie in to the surround network of routes and paths.

Indicative Unit Numbers: 125

Site Location



Historic Plans



Site Photograph



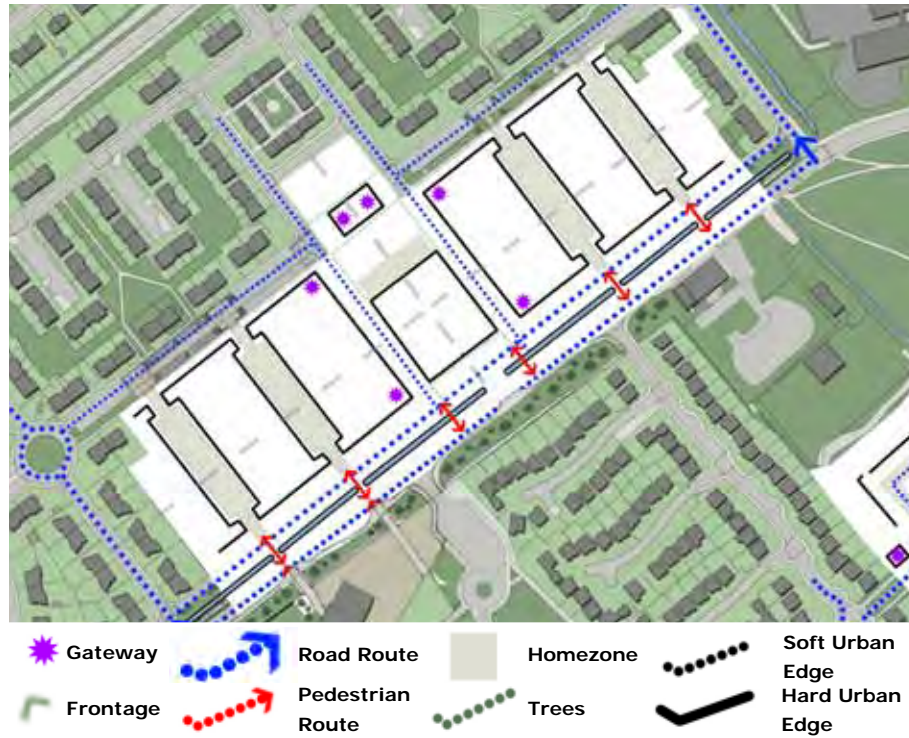
Key Issues

This is a cleared, flat site within the axial layout of Tait's renowned Howwood Road scheme. The sites formerly accommodated schools and enjoy close proximity to Beith Road. The sites are a visual blight on an area already challenged by a poor environment and local reputation.

Both sites have potentially excellent access to shops and services in the area, particularly on Beith Road where a new district centre is proposed within the scope of this masterplan.

The site's architectural heritage is a significant contextual factor in considering future redevelopment.

Site as Existing



Design Proposal



Interim / alternative solution for community park/garden and community facility at Site 5A

Design Concept and Opportunities

The clarity and simplicity of the retained elements of the original Howwood Road scheme provide a clear set of cues for aligning streets and blocks to emulate a similar urban grain.

The emerging proposals offer a range of options; from infill housing with non residential in key locations along the Beith Road frontage to emulating the original Tait plan and locating pavilion buildings in a landscaped parkland setting to cater for community uses.

The proposed layout would encourage perimeter block housing with north-south 'homezones' flanking a new district hub comprising new retail and commercial units on Beith Road. To the south the Floors Burn is deculverted creating a watercourse feature along Beith Road.



3D model of Design Proposal



3D model of Design Proposal



St Cuthbert's School Site (10)

Site: Former St Cuthbert's School site

Area: 3.6ha

Current Context: flat, platformed, cleared site of former school bounded by Beith Road to the north, Hallhill Road to the east.

Relationship to Masterplan: priority location at the western edge of Spateston with high visual profile capable of providing housing and some non residential uses.

Proposal: new housing development, potentially in perimeter block layout, creating network of streets with frontage presence creating a 'gateway' to Johnstone from the south-west.

Indicative Unit Numbers: 100

Site Location



Existing Site



Site Photograph

Key Issues

The site has existing access off Hallhill Road. Securing agreement to have frontage access off Beith Road and Hallhill Road critical to success of new residential development bound into the wider masterplan context.

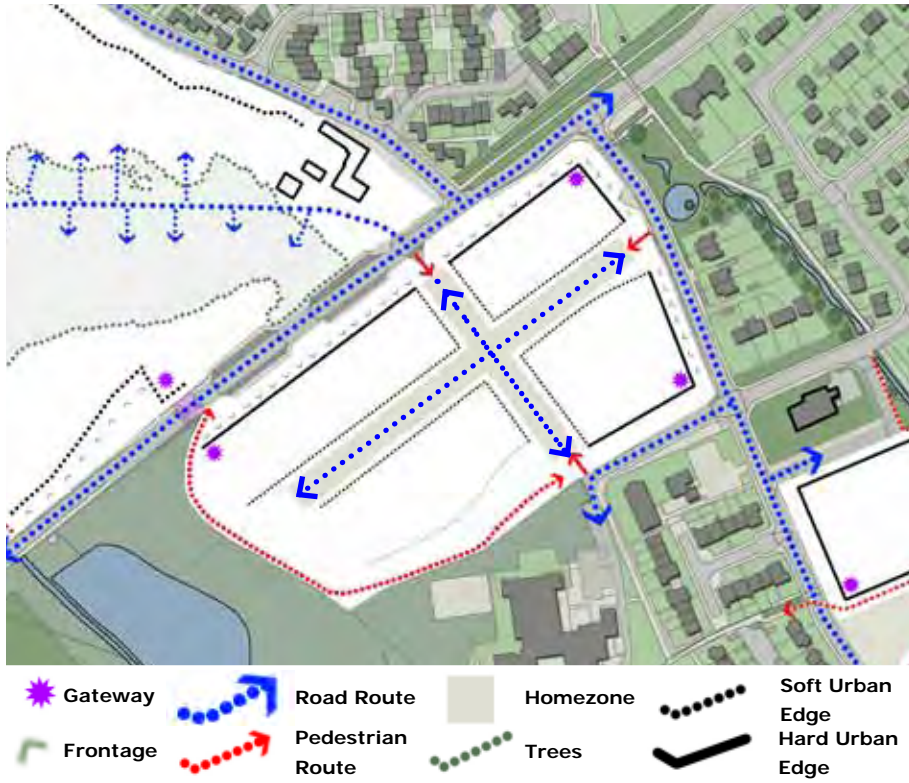
Site constraints require full technical appraisal however overhead electricity pylons bound the site to the west and proximity between housing and powerlines requires consideration.

Wider SUDs strategy includes water infrastructure in this location. Core path network skirts the site to the south.

Design Concept and Opportunities

A range of design options emerged in the charrette. The illustrated options show a 4 perimeter block solutions with a cruciform layout of streets creating a grided network of routes across the site. Linking the site into the wider core path network and SUDs strategy for linked watercourse offers opportunities to soften the setting and link the site into the wider network of routes.

Frontage access on Beith Road and Hallhill Road ensure an outward facing development which creates a street setting in both locations. Moreover it is essential that development creates a 'gateway' announcing the entrance into Johnstone from the south-west.



Design Proposal



Alternative Design Proposal showing SUDS



Artists Impression of Design Proposal



3D model of Design Proposal



3D model of Alternative Design Proposal showing SUDS



Fordbank Stables Site/Community Growth Area(13)

Site: Community Growth Area designated site located between the Glasgow Ayrshire rail line, the B787 and Corseford Avenue to the east.

Area: 10.7ha

Current Context: kite shaped site on an undulating north-facing slope comprising two fields with livestock including two steading clusters with establish tree planting to the south and along a track running diagonally through the site.

Relationship to Masterplan: attractive greenfield site on the western edge of the study area with potential for sensitive housing development providing an range of housing in an attractive landscape setting.

Proposal: Opportunity to create new gateway on Beith Road with frontage housing and provide mix of high value housing stock sensitively nestled into mature tree planting. New housing located along north and eastern boundaries of site with appropriate screening from rail line.

Indicative Unit Numbers: 121

Site Location



Site Photograph



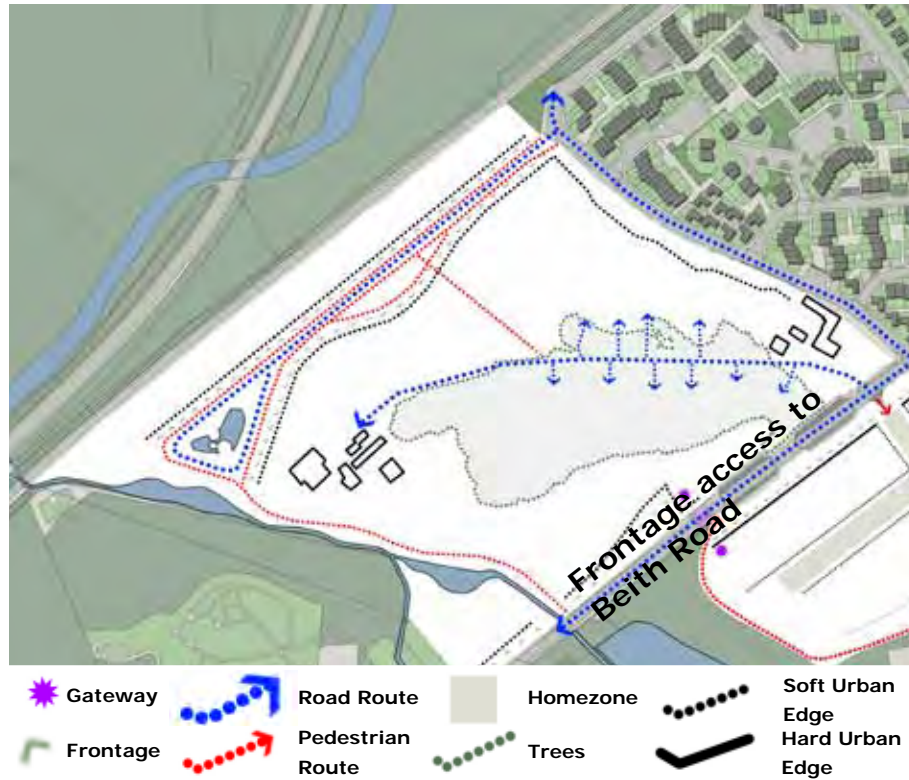
Key Issues

As the only greenfield site within the masterplan that sites outwith the existing envelope of the existing settlement this is a sensitive location. However it offers good access to the rail station, Beith Road and key aspects of the proposed masterplan.

There are existing steading clusters and tree planting which should be incorporated into the masterplan. The proximity of the rail line requires careful consideration regarding visual and acoustic screening to the north.

Working with the site topography, established tree planting and incorporating SUDs and existing watercourses present challenges which should be seen as significant opportunity for good placemaking.

Site as Existing



Design Concept and Opportunities

This site offers an opportunity to blend a mix of house types into the site layout which is characterised by established tree planting and undulating topography. The potential for the site to have a presence on Beith Road, helping frame a new 'gateway' into Johnstone is critical. Furthermore frontage access on Beith Road and Corseford Avenue will ensure new development is outward facing and helps bind new development into the wider masterplan context.

The outline proposal suggests large villa plots accessed off the existing spine road with a mix of smaller plots providing frontage presence to the south and east and new development backing onto the rail line to the north.

Incorporating SUDs and working with landscape features offer some significant opportunities to create a sense of place characterised by its landscape setting.

Design Proposal

Design Precedent



Design Precedent

Design Precedent



Spateston Centre sites (9A + 9C)

Site: Existing site of the Spateston Centre, the car park to the south and part of the green open space to the junction of HalHill Road and Spateston Road.

Current Context: Former mixed use hub for the Spateston community with increasing level of vacant housing and retail units as building condition deteriorates. Adjacent former library has also been vacated. Osprey Pub continues to trade successfully.

Relationship to the Masterplan: The site is the established centre of Spateston. Whilst retaining a core of resilient retailers and the publican the Centre many of the buildings have deteriorated and require renewal or replacement. There is an opportunity to redefine the neighbourhood centre for Spateston, either at this location or elsewhere.

Proposal: New housing development defined by principal routes to and across the site and framing a new Spateston Square as a centrepiece space in the neighbourhood. The development could be mixed use to accommodate replacement retail units, incorporate or reprovide the pub and other non-residential functions.

Indicative Unit Numbers: 50 (25+25)

Site Location



Site Photograph



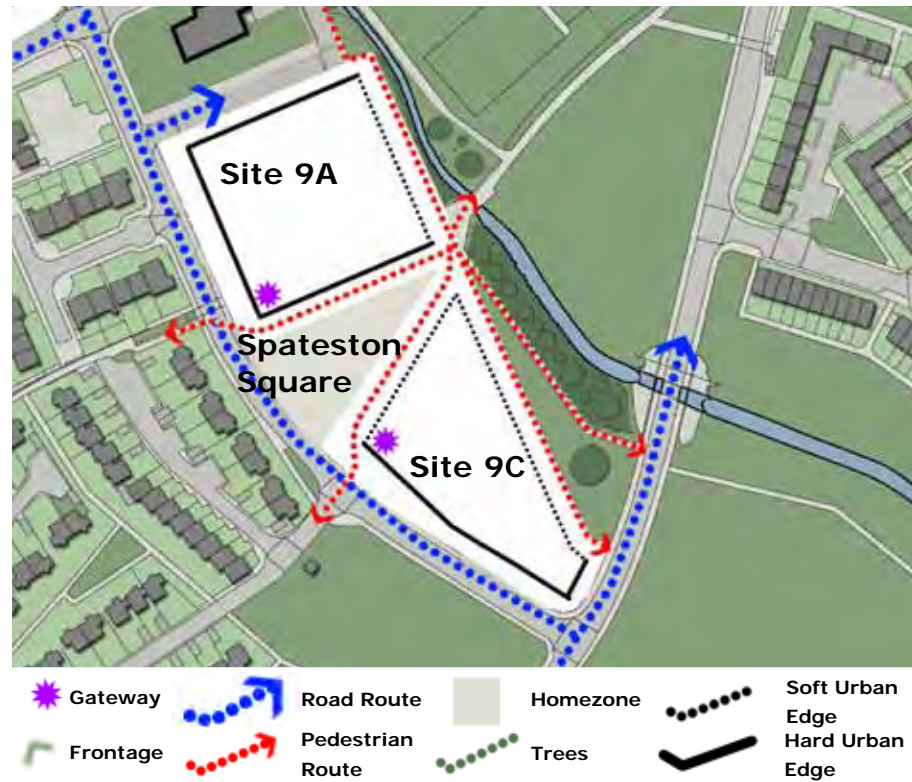
Key Issues

As the site is a brownfield redevelopment site constraints including buried services will be present and may dictate layouts. There are also a series of well established routes and desire lines crossing the site.

Opportunities to incorporate the pub and possibly the library should be considered, subject to an assessment of building condition and longevity.

The sites slope and are adjacent to the Spateston Burn. This site setting should present constraints and opportunities to create a striking layout that maximises views and riverside setting.

Site as Existing



Design Proposal



Design Precedent: Maybole, Austin-Smith:Lord



Design Concept and Opportunities

There exists an opportunity to provide a sequence of perimeter blocks that provide strongly defined frontage to Halhill Road to the west, frame the deculverted Spateston Burn to the east and are defined by established east west routes across the site, notably the Core Path network.

In replacing the existing Spateston Centre the proposition is to create an urban block which places public space to the outside and creates a secure private court in the centre; the inverse of the current layout. This will ensure public space is overlooked and has footfall encouraging passive surveillance therefore feeling more secure.

To the south the Greenfield site, shown as a triangular block, would provide a landmark corner block at the apex of the site at the junction of Halhill Road and Spateston Road. Between these blocks would be an opportunity for a public open space, Spateston Square, that could be the natural location for retail and mixed uses where pedestrian footfall and passing traffic could access these services.

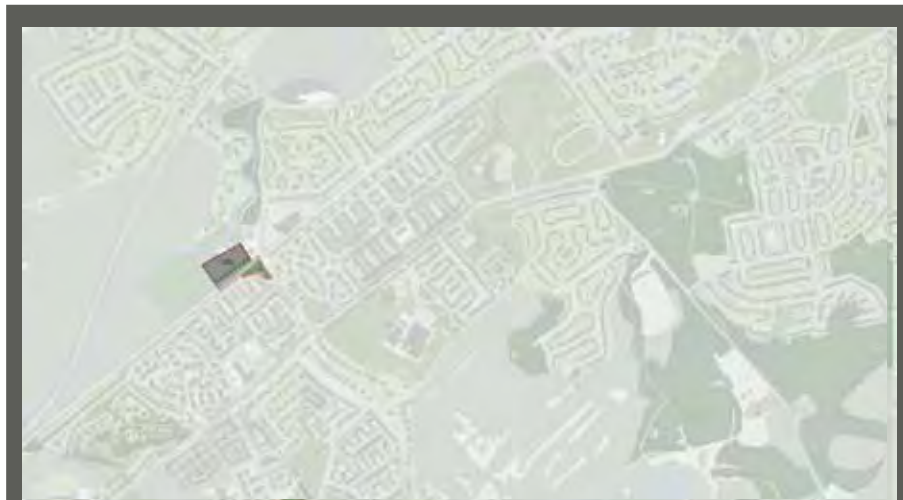
Please also refer to Spateston Square Proposals on Page 69.



Design Precedent: Maryhill, Elder + Cannon



Design Precedent: George Place, Austin-Smith:Lord



Milliken Park Public Transport Interchange (R)

Site: Milliken Park Station at Coreseford Avenue / Cochranemill Road

Current Context: Unmanned, split platform, at grade rail halt on edge of settlement with bus stops on Corseford Road immediately south of the site.

Relationship to the Masterplan: The Station is one of the principal assets of Johnstone SW study area. There exists an opportunity to enhance the access to the public transport network through coordinated enhancement of the station facilities to

Proposal: To create a multi-modal interchange catering for trains, buses, taxis, and cyclists as well as provide a park and ride facility. Enhance station facilities and provide an attractive passenger experience that increases patronage and supports an improved and sustainable public transport service.

Site Location



Key Issues

Insufficient platform length at the station fails to cater for the new fleet of 8 car sets on the Ayrshire line. Passenger facilities are basic given the lack of on site staff. There is a lack of step-free, barrier-free access to the Glasgow-bound northbound platform. The bus interchange is also rudimentary.

The lack of park + ride facilities was a recurring point raised by a number of stakeholders.

The below national average level of car ownership and access to a car by residents in the area points to a reliance on public transport to access services, work and leisure and gives the opportunity to provide a public transport system that discourages increasing reliance on the private car in future.

Design Precedent: Oldham West Street



Design Concept and Opportunities

General station enhancements comprising an array of potential improvements including;

- formation of a 'kiss and ride' lay-by
- platform extensions for 8 car sets (currently 145m extend westwards to 200m)
- step free access to Glasgow bound platform (wheelchair accessible ramp from footpath to platform)
- enhanced station lighting
- waiting pavilion with ticket vending machine and kiosk – say 6m x 8m
- park and ride facility – further investigation required on access and siting
- lockable cycle storage

Encourage patronage of public transport. Ensure passenger experience is attractive, safe and comfortable. Encourage enhanced multi-modal interchange. Improve links to city region.

Design Precedent: Macclesfield Station



Auchengreoch Road (8)

Gap site presenting itself as a natural infill development site. Site offers an opportunity to 'complete' development on Auchengreoch Road and infill a gap let over from initial development of Spateston and subsequent infill development in the more recent past.

Area: 1.08ha
Capacity: 40 units



Maple Drive (12)

Redevelopment opportunity on previous housing site. Potential quick win with an attractive setting adjacent to Bluebell Woods and forming frontage to Maple Drive.

Area: 1.44ha
Capacity: 30 units

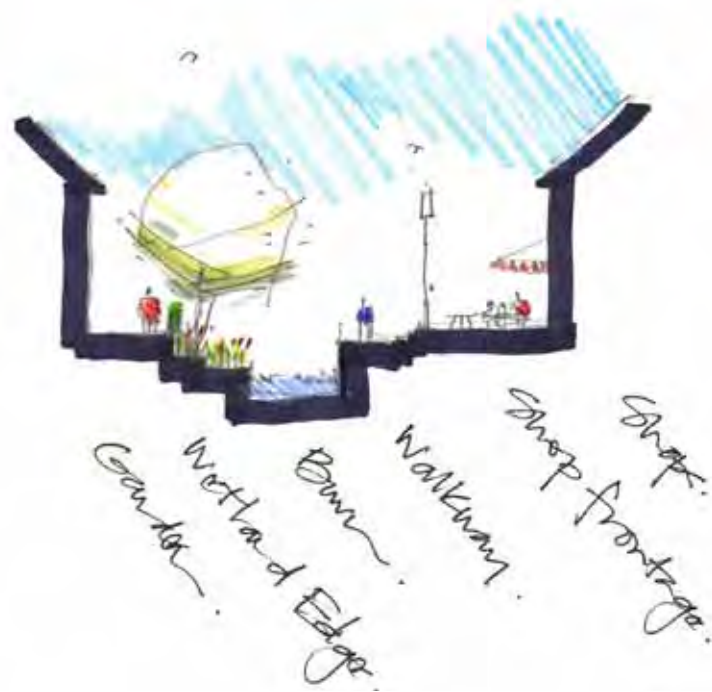


Floors Burn at Spateston Level (3)

Attractive site adjacent to core path network, golf course setting, accessible via Woodlands Crescent (clearly arranged to allow future extension) and next to the potentially deculverted Floor Burn. Site encourages high value house types adding to mix of typology and tenure.

Area: 1.95ha
Capacity: 20 units

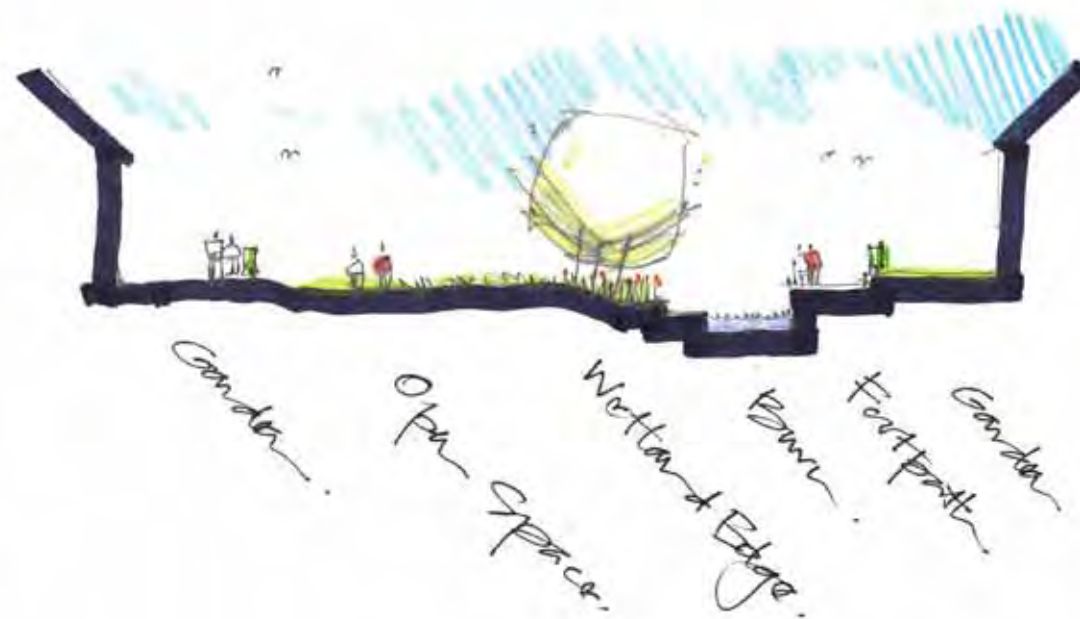




Spateston Burn (D)

In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse

Implement recommendations of GCVGN study to address long term flooding and water management issues, increase visual amenity and create 'green-blue' burn corridors enhancing the links, bio-diversity and setting of the area.



Floors Burn (E)

In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse

Implement recommendations of GCVGN study to address long term flooding and water management issues, increase visual amenity and create 'green-blue' burn corridors enhancing the links, bio-diversity and setting of the area.



Craigbog Burn (F)

In line with Strategic Water Management Study recommendations undertake a wholesale deculverting and SUDs reconfiguration of watercourse. Install path link along side revealed watercourse

Implement recommendations of GCVGN study to address long term flooding and water management issues, increase visual amenity and create 'green-blue' burn corridors enhancing the links, bio-diversity and setting of the area.



Bluebell Woods (C)

Provision of extended woodland path network as part of ongoing programme of improvements and management by FCS.

Encourage links through woods to adjacent neighbourhoods and parkland.



General Park Improvements (L)

General enhancement to parks (Thomas Shanks, Spateston, Johnstone Castle) to create safe and attractive amenity for all ages. Improved seating, lighting, structured play areas, trails and footpaths. Extent of work to be developed in consultation with users.

Improve valued but under used community parkland for leisure, sport and activities. Improve setting and bio-diversity of area.



Community Allotments (Q)

Provide community allotments / gardens associated with Schools and Nursery.

Recurring request throughout the charrette. Presents an opportunity to provide a focus for community to come together. Potential 'quick win'





Spateston Level (B)

Refurbishment of existing core path with resurfacing, replacement lighting and signage.

Improve pedestrian and cycle connectivity between neighbourhoods and to School / Sports Hub. Improve safe routes through the area.



Footbridge Enhancements (J)

2 pedestrian footbridges and 2 road bridges with footpath providing north south links over Glasgow-Ayr rail line. Improvements to existing bridges including lighting and refurbishment of footpaths and parapets. Improve accessibility in line with disability access requirements (though not step free access as not viable in all instances)

Critical links north from JSW study area linking back to town centre. Providing safer routes to and from key destination.



Underpass Decommissioning (K)

Replacement of existing underpasses (predominantly in Spateston) with at grade crossing points. Localised horizontal traffic calming to reduce traffic speeds.

Remove unappealing and 'unsafe' grade separate crossing and replace with at grade crossings in line with 'Designing Streets' ethos



Cochranemill Square (G)

Reconfiguration of public open space to create 'gateway' square providing entrance to Corseford and Howwood Road neighbourhoods including improved street lighting, public realm improvements, enhanced pedestrian crossing points and signage.

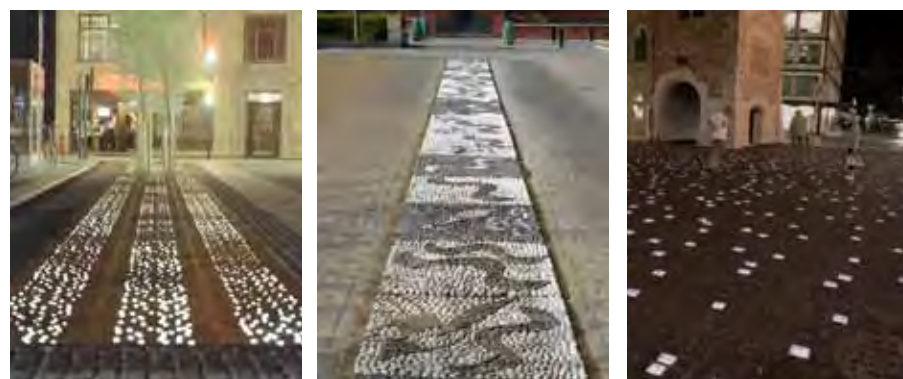
Improve east-west linkages between Corseford and Howwood Road neighbourhoods and reduce traffic speeds / pedestrian severance. Provide marker of principal entrance to neighbourhoods.



Howwood Road Square (H)

Provision of centrepiece public open space in parallel with redevelopment of adjacent gap sites. Lighting and public realm improvements.

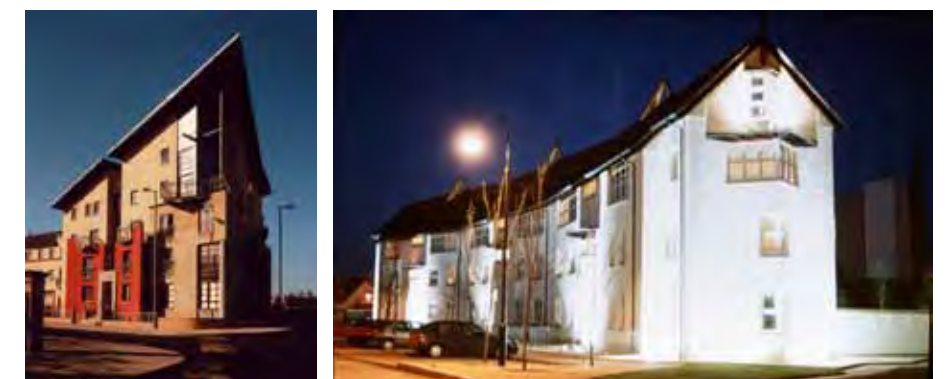
Create physical link between Sites 5A and 5B and provide physical centrepiece to axially layout of Tait's housing scheme.



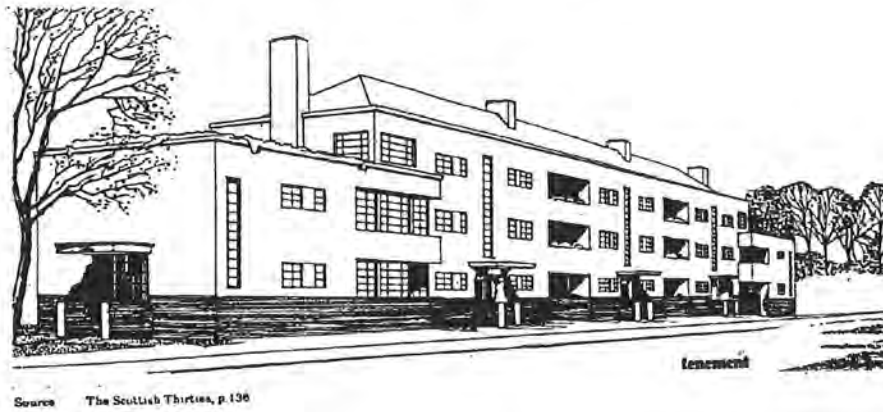
Spateston Square (I)

Creation of new public square in parallel with redevelopment of Spateston Centre. New focal point of Spateston adjacent to Spateston Burn and on the core path network. New public realm and lighting.

Refocus Spateston Centre as part of redevelopment. Creates new set piece in the heart of the neighbourhood.



Howwood Road, Johnstone 1935



Howwood Road Conservation Project (M)

Develop Conservation Management Plan / enhancement proposal for Thomas Tait's renowned housing scheme. Consider Conservation Area status. Review initiative with Historic Scotland. Seek funding (eg. HS Conservation Research Grants) for pilot project to take forward specimen project to refurbish one 4 in the block units as demonstration project.

Architecturally significant housing scheme requiring refurbishment to secure heritage asset. Inform future housing stock improvements (SHQS) in line with appropriate conservation of Modernist architecture asset.

Howwood Road Streetscape (N)

General enhancement of open space and streets throughout existing housing area in line with 'Designing Streets' principles. Include planting of street trees, boundary hedging, lighting and streetscape enhancements to improve setting of area and reduce traffic speeds, encouraging pedestrian and cycle activity. Consideration to reinstating gardens to original depth, removing alleyways.

Currently very harsh environment in urgent need to greening and managed improvement. Removal of 'crime zones'. Reduce traffic speed and create more pedestrian focussed environment.





Johnstone South West Artwork Programme (S)

Dovetail with overarching environmental enhancements a programme of art installations (sculpture, lighting installations, environmental graphics, visual records etc.)

Augment and support a strong sense of place. Encourage interaction with environment. Provide a marker to the regeneration of JSW. Supports the area to become a destination

Johnstone South West Interpretation (T)

Dovetail with overarching environmental enhancements a network of interpretation panels, web based resources and events that outline the rich ancient and recent history and natural heritage of the area.

Enriches the sense of place and understanding of the area amongst residents and visitors alike. Supports the area to become a destination.

In addition to physical regeneration, the strategy also requires to consider social and economical issues. A number of community regeneration opportunities were identified during the charrette and these are summarised in the Table below.

» Community Regeneration Opportunities

Opportunity	Action	Agencies Involved	Timescale
1. Delivering Local Services Differently	Establish a community owned management company, to train and employ local people to maintain local greenspace, including stalled brownfield sites and parks. Principles need to be agreed with all stakeholders and landowners. Going forward this organisation could develop to include factoring (social and private housing), concierge roles, community janitors and community safety wardens.	TJSouth West RC ER	Medium
2. Third Sector: Start Up Business Opportunities	e.g. Childcare: bicycle hire/maintenance: locally sourced food: energy reduction/tackling fuel poverty: district heating Start-up and business support advice through the SG Just Enterprise with potential to access Enterprise Growth Fund Aim to retain income and spending in very local economy	RC ER Just Enterprise CBNS	Medium
3. Construction Jobs & Training	All contractors undertaking work in Johnstone South West should commit to maximising jobs and training for local residents. This could include promoting Modern Apprenticeships and addressing barriers to employment.	TJSouth West RC SDS	Medium
4. Safe Routes Network: Footpaths/Cycleways	Establish a network of safe routes, with signage and digital/printed maps. Network to connect areas of housing with schools, community sports hub, parks, and shops. Aims to - encourage exercise and physical activity by promoting walking and cycling. - provide better opportunities for active travel and physical activity - improving mental well-being by providing access to nature and attractive green spaces.	RC JHS Primary Schools	Short



Opportunity	Action	Agencies Involved	Timescale
5. Promote Allotments & Community Garden	<p>Providing spaces for:</p> <ul style="list-style-type: none"> - practising and promoting horticultural skills - creating opportunities for community participation and volunteering - opportunities for growing food locally and healthy eating <p>JHS are actively looking to identify a an allotment site</p>	RC JHS ER	Short
6. Improve Local Community Sports Facilities	<p>Encouraging exercise and physical activity by providing quality green spaces, pitches and indoor facilities for sports and play with a focus on 'diversionary' activities for youth. Initiatives to include:</p> <ul style="list-style-type: none"> - Community Sports Hub: actively encourage clubs and sports to work together, creating a home for new & existing clubs, sharing resources such as facilities, volunteers and administration. - Reopening McMaster Centre & Upgrading Outdoor Facilities: with Thorn Athletic, Johnstone Burgh and local Tai Kwan Do Group taking a lease - Cochrane Castle Golf Course: initiative to subsidize the annual membership fees/cost of playing golf for 16-19 year olds - Multi-Use Games Area: appropriately located and managed facility for youth 	RC Sportscotland Big Lottery Fund ER	Short
7. Volunteering	<p>Establish a local volunteering programme to encourage a new group of volunteers for a range of Johnstone South west organisations as well as retaining existing volunteers.</p> <p>Work with Volunteer Development Scotland to design and deliver a range of activities in Johnstone South West to increase the number of individuals who are volunteering as well as well as retaining existing volunteers.</p>	RC/Volunteer Development Scotland ER	Medium



Opportunity	Action	Agencies Involved	Timescale
8. Community Arts	Initiative to bring artists and the community together in a vibrant, creative, artistic base to deliver a programme of visual arts, film and media projects, workshops, lessons, training events and exhibitions to include youth development/divisionary activities and heritage projects.	RC Creative Scotland Big Lottery Fund : Awards for All ER JHS	Short/ medium
9. Rannoch & Bluebell Woods: Improved Access & Facilities	Working with FCS to improve paths, develop fitness trail, explore 'Go-Ape'/outdoor adventure type investment	FCS RC	Short
10. Community Owning & Managing Assets: Development Trust	Could include a building, or micro renewable project e.g. wind/hydro. SNH would need to be consulted for example to determine if 'an appropriate assessment' was required on a potential impact on the Black Cart which is a Special Protection Area or on protected species.	TJSouth West RC DTA Scotland SNH	Medium

Key

- TJSouth West: Transforming Johnstone South West
- SG: Scottish Government
- RC: Renfrewshire Council
- ER: Engage Renfrewshire
- CBNS: Community Business Network Scotland
- SDS: Skills Development Scotland
- JHS: Johnstone High School
- FCS: Forestry Commission Scotland
- DTA: Development Trusts Association Scotland
- SNH: Scottish Natural Heritage



"If there's one thing I have to say to anyone looking at Johnstone or from Johnstone - don't be afraid to invest. A new business, a different business - bring something new to the area, or reinvest in something that used to work in the area, because at the end of the day it is a local town, it's a big enough town, and it's a thriving town, and it's getting bigger and better, so don't be afraid to put your money in here, because the business is here. "



**5.0 Delivering the
Transforming Johnstone
South West Masterplan**

Overall Conclusions

The Johnstone South West Masterplan, sponsored by the Scottish Government's Charrette Mainstreaming Programme, is the powerful outcome of designers, specialists, Renfrewshire Council officers, Scottish government officials, stakeholders and local people collaborating in a single forum over five days. The charrette enabled participants to hear and to understand each other's concerns, priorities, constraints and has resulted in some widely supported outcomes.

The Masterplan aims to ensure investment in better designed and better co-ordinated priorities that will shape the Johnstone South West communities into the future. Investing in the built and natural environment in Johnstone South West will improve the quality of life for existing and new residents and businesses in the area and ensure a sustainable and sound economic future. The Masterplan aims to deliver inspiring environments: places with real character and a built environment that is inclusive

The Johnstone South West Masterplan supports the Scottish Government's objectives for health and carbon reduction, enabling the community to lower its carbon footprint at the same time as making the area a more pleasant place in which to live, work and bring up a family. The Masterplan also acts to support the local economy, helping to create a safe and pleasant place that will attract additional investment. The good place-making envisaged in the Johnstone South West Masterplan can also promote active, healthy, inclusive lifestyles by providing attractive, accessible and useable green spaces.

The Masterplan will achieve these aims through promoting layouts which discourage car usage and which provide the right facilities within reasonable walking and cycling distance. The Masterplan also aims to reinforce and embed local retail and community facilities into the individual neighbourhoods in Johnstone South West in ways that are accessible and which provide more opportunities for social interaction.



Charrette Process



Charrette Process

**Effective Delivery:
Transforming Johnstone South West Partnership**

Clearly this is a very distinctive Masterplan with high transformational ambitions and long term vision that supports a range of Scottish Government objectives. The longer delivery timescale results from the fundamental importance of the Strategic Water Management Plan that would be implemented over twenty five years and longer. The distinctive nature of Masterplan and the piloting of the charrette design process means that Johnstone South West could continue to be a **demonstration project** highlighting how the unique collaboration between and commitment from Scottish Government and Renfrewshire Council and other partners harnessed with effective delivery can result in better designed and co-ordinated communities in the future.

A **tailored and effective delivery arrangement** will be essential in order to co-ordinate priorities in the short, medium and long term and accelerate implementation of the Johnstone South West Masterplan. This includes giving more priority and resources to ensure the delivery of priority projects and even more engagement with residents and businesses in Johnstone South West.

Experience elsewhere has shown that one accountable body based on a newly established **Transforming Johnstone South West Partnership**, with strong private sector representation needs to be tasked with delivering the Johnstone South West Masterplan. The various public sector partners involved including Scottish Government, Renfrewshire Council, Scottish Water, SEPA, Transport Scotland, Forestry Commission Scotland and others need to become more focused, drive forward and commit to the principles of the Johnstone South West Masterplan and in turn unlock commitments from private sector house builders and developers and third sector community businesses. A joined-up approach will be essential in what are challenging economic times.

Challenging Property Markets

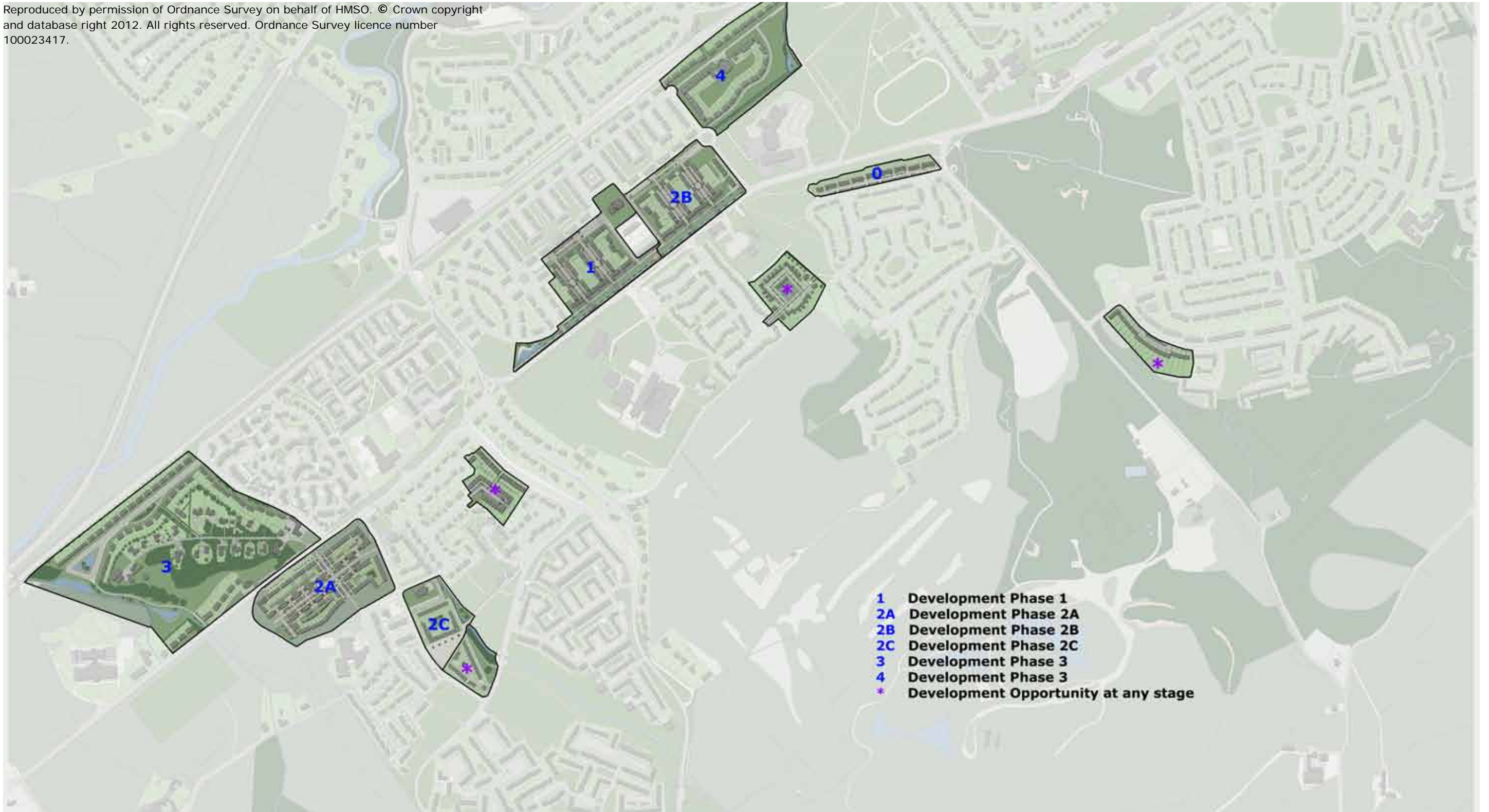
The residential and commercial property markets are taking time to return to normal levels of activity. It is anticipated that reduced levels of investment and development will continue to be curtailed by a lack of debt finance in the short term (1-3 years) but then these should pick up from the middle of this decade as a result of a gradually improving economy.

In terms of the **residential market**, smaller sites (as opposed to large strategic sites) will be easier to deliver especially those not requiring significant infrastructure servicing. There will be opportunities to promote a broad spectrum and diverse choice of housing types and tenures including family, older people's accommodation and tenures including owner occupier and rental provision (full, mid-market and affordable rent). Ideally this will be provided by a mix private housebuilders and Registered Social Landlords.

The Transforming Johnstone South West Masterplan will put in place the conditions that will give private house builders and developers the confidence to invest in the area. Johnstone south west is currently and will continue to be a predominately residential area with supporting amenities such as education and sports, many of which are already accommodated in new build facilities. There is therefore limited scope for business and commercial development however there is potential for a viable **small mixed use district centre development** on Beith Road.



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Phasing Plan

» Phasing and Delivery

Phasing and Delivery

Ryden advises that changed market conditions mean that developers now expect to take **twice as long to sell houses** as in the previous market. Sales have typically halved to around 25-30 housing units per developer annually at a particular site.

The SW Johnstone area presents sites which can be categorised as **'block by block'** or **'comprehensive masterplan'** opportunities. The 'block by block' approach is applicable to sites with a significant urban fabric (existing street pattern, infrastructure, etc). Development will mainly be street by street, gap site by gap site. 'Comprehensive masterplan' sites are those where redevelopment will have to follow large scale and long term interventions around planned strategic infrastructure re-provisioning.

The **market's preferred procurement model** for the larger sites appears to be Renfrewshire Council/ partners in a JV with a lead developer who invests in creating serviced plots/ phases for **multi-developer delivery**, creating better and more mixed places **faster** than letting phase by phase via competitive procurement exercises.

Housebuilders consider this to be the optimal way to **deliver long term sustainable transformation** i.e. to secure multiple housebuilders/ developers for a site/ an area (as opposed to a single firm appointment). Delivering development quicker through a multi-developer approach also has the benefit of **reducing the period Renfrewshire Council/ its partners/ developers have to carry debt to fund activities**.

Although the development land market is beginning to recover, polarisation between housing sites continues to be evident resulting in the following implementation/ delivery/ phasing implications:

- **Larger strategic sites** requiring upfront risk capital for servicing, community infrastructure and possibly remediation, remain difficult to progress. Four years into the economic downturn, it is still not yet clear what mix of public, private, debt and grant funding will be required to progress major housing-led urban expansion/ regeneration and/ or green-belt development.

- **Well-located, serviced sites of around 1 hectare** which are not led by flats (as these incur a large initial development cost) are easier to deliver as developers can make staged payments for such sites as houses are completed and sold.

In the Johnstone SW masterplan there are both larger strategic sites (predominantly the priority sites) as well as a range of well located sites of approx 1 Hectare. This blend provides flexibility in delivery and the size of the area encourages parallel delivery of larger and smaller site alongside a rolling programme of environment enhancements.

On this basis an early, indicative phasing strategy is outlined opposite. The suggested phasing focuses initial regeneration effort on the vacant Howwood Road sites (including the new 'district centre'), followed on with the large sites to the west (St. Cuthbert's, Spateston and the Fordbank Stables area).

New development within the Johnstone SW area will have an impact on existing infrastructure and movements that rely on a network of road, public transport, flooding and drainage improvements. The masterplan includes a commitment to a long term (25 years+) strategic water management plan that tackles the **flooding and surface water management constraints**. This includes de-culverting particular water courses and reducing water entering the system. Improving water/drainage infrastructure from downstream to upstream and developing sites from upstream to downstream would be the ideal phasing strategy as this builds capacity, whilst reducing the burden, but is not likely to be appropriate. Therefore, phasing should have flexibility, as long as new development recognises the catchment strategies but, more importantly the constraints for each development in lieu of the strategy being comprehensively delivered.

More detailed investigation of the specific design, technical issues, costs and phasing will be required before firming up on phasing to enable specific developments. At this stage and as far as is possible within the existing brief, the Phasing Plan on Page 88 takes account of water/drainage infrastructure priorities.

Once the Johnstone South West Masterplan is approved in principle it will be essential to start to **explore specific design, technical issues, costs and phasing of infrastructure investment** in more detail and in particular the key priority proposals for the strategic surface water systems and for de-culverting of watercourses. This will inform and assist in an ongoing review of site phasing. In addition a **mechanism for securing contributions from development** to help fund the delivery of the road, public transport and flooding and drainage infrastructure to support sustainable growth in the area should be explored. By sharing the financial burden widely across the area, no one development should be liable for the cost of a specific strategic project or delayed by its implementation.

» **Transforming Johnstone South West:
Financial Model**

A specific financial model to demonstrate the growth ambitions of Transforming Johnstone South West can be delivered will need to be prepared. The financial model would also support discussions between potential housebuilders/housing association/developers and Renfrewshire Council on site viability and appropriate planning obligations and progress thinking on recent Scottish Government reports. (e.g The Potential of Development Charges in the Scottish Planning System: Scottish Government, July 2011). The financial model would also identify more detailed costs and sources of funding for individual infrastructure elements based on current planning and legal requirements and this includes:

- Capital contribution from European/Scottish Government and Renfrewshire Council as well as alternative sources of funding for 'green infrastructure' e.g. Green Investment Bank;
- Any appropriate contribution towards infrastructure from planning obligation and
- Identifying potential shortfalls in funding.

Projected budget costs for the priority development site enabling works and environmental enhancements outlined in the masterplan framework are included in Appendix 3, for reference.

» **Partnership Agreement:
Transforming Johnstone South West**

Taking account of the raised local expectation Scottish Government and Renfrewshire Council need to move quickly and decisively so as to keep up the momentum that has been built up over the last few weeks. Decisive action is even more important in the current poor economic climate. Therefore, a '**Partnership Agreement**' should be signed as quickly as possible by the key partners with a clear commitment to the Johnstone South West Masterplan. The Agreement would in summary:

- Identify the common purpose of the new **Transforming Johnstone South West** Partnership and outline who does what and when;
- Adopt the **Johnstone South West Masterplan**; vision, priority themes and development framework projects and community regeneration opportunities as an integrated and holistic approach to shaping the neighbourhoods over the next ten years and longer;
- Have the **full support of Johnstone South West residents and businesses and key partners** including Scottish Government and Renfrewshire Council members, MSP's and MP's;
- A **small team** comprising relevant public, private and third sector partners should be formed to prepare an **Action Plan** and financial model to co-ordinate and implement the short and medium term projects identified within the Johnstone South West Masterplan including the community regeneration opportunities;
- The Johnstone South West Masterplan will help to shape and influence the emerging **Local Development Plan and any Supplementary Planning Guidance**.

» **Local Asset Backed Vehicle**

The Johnstone South West Masterplan and Development Framework sets out what is believed to be achievable, given the resources which are likely to be available to Johnstone South West in the medium-term. The major risks are the lack of available capital funding from and the continuing negative impact of the downturn on the property market, which currently gives Renfrewshire Council and any commercial partners' limited flexibility in terms of cross subsidy and deficit funding.

The majority of the 'brownfield' opportunity sites are owned by Renfrewshire Council. The discussions with house builders made it clear that due to the 'credit crunch' and the ensuing recession the values achievable on any disposals of these sites is likely to be significantly below levels previously expected. In the current market there may not be any buyers for these assets although this will not always be the case. There is still an opportunity in Johnstone South West to further explore the use of a proactive 'local asset backed vehicle' (LABV) to deliver housing and mixed use development. LABVs are a mechanism that allow for public sector organisations to use their land and buildings in an efficient and strategic way to deliver on an identified local needs. In the meantime it will be important to explore other sources of funding for affordable housing including;

- Housebuilding and Infrastructure Loan Fund
- Innovation and Investment Fund
- National Housing Trust: Scottish Futures Trust



» Implementation: Delivering the Masterplan

Initial discussions and experience elsewhere highlights that irrespective of the delivery structure and 'accountable body' arrangements adopted, an action driven full time **Project Coordinator/Executive** will be essential. The coordinator would ensure that effective communication and coordinated delivery continues as implementation of the Johnstone South West Masterplan proceeds.

The Project Coordinator/Executive would be empowered by the partners to allow an appropriate level of designated decision making and responsibility. The Project Coordinator needs to be in place quickly and will be the clear focus for ensuring that public, private and third sector partners carry forward agreed actions and are responsible for progressing actions where no individual partner has primary responsibility.

The revenue and operational costs of the Project Coordinator/Executive would be agreed and shared by the partners. The following functions are envisaged as being the responsibility of the Project Coordinator:

- Champion the implementation of the Johnstone South West Masterplan and Action Plan among public, private, voluntary and community partners and ensure that investment priorities are aligned.
- Lead, manage and co-ordinate investment in Johnstone South West in line with the Action Plan.
- Progress proposals for a Local Asset Backed Vehicle and explore opportunities for a transport and water management infrastructure fund.
- Develop funding packages and secure funding for priority Action Plan and community regeneration opportunities.
- Promote more involvement from residents and businesses in Johnstone South West

» Recommendation

Scottish Government and Renfrewshire Council are invited to approve the Johnstone South West Masterplan: vision, strategic themes, development framework projects and community regeneration opportunities as the basis for future investment decisions in Johnstone South West over the next ten years.

» Next Steps

The immediate next steps are as follows:

- Scottish Government and Renfrewshire Council to decide on delivery, partnership structure and 'accountable body' arrangements and commit to the early appointment of a Project Coordinator;
- Renfrewshire Council to formally approve the: Johnstone South West Masterplan vision, strategic themes, development framework projects and community regeneration opportunities as the basis for future investment decisions in South West Johnstone over the next ten years;
- Scottish Government and Renfrewshire Council to publish an online illustrative executive summary/prospectus to be e-mailed to contacts on the database;
- Scottish Government and Renfrewshire Council to progress the Partnership Agreement for 'Transforming Johnstone South West Partnership' and arrange a launch event in spring 2012.

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