



# Renfrewshire Local Development Plan New Development Supplementary Guidance

Adopted November 2014







*Towards the Clyde*

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# Introduction

The Renfrewshire Local Development Plan (LDP) is in two parts; the LDP document and the New Development Supplementary Guidance (SG). Together these documents set out the overall spatial strategy for Renfrewshire, with key policies, proposals and guidance structured into five themes, these include:

- **Economy**
- **Centres**
- **Infrastructure**
- **Places**
- **Environment**

The LDP sets out the strategy, priorities and principles for development in Renfrewshire and the detailed development criteria for the assessment of proposals is contained within the New Development SG.

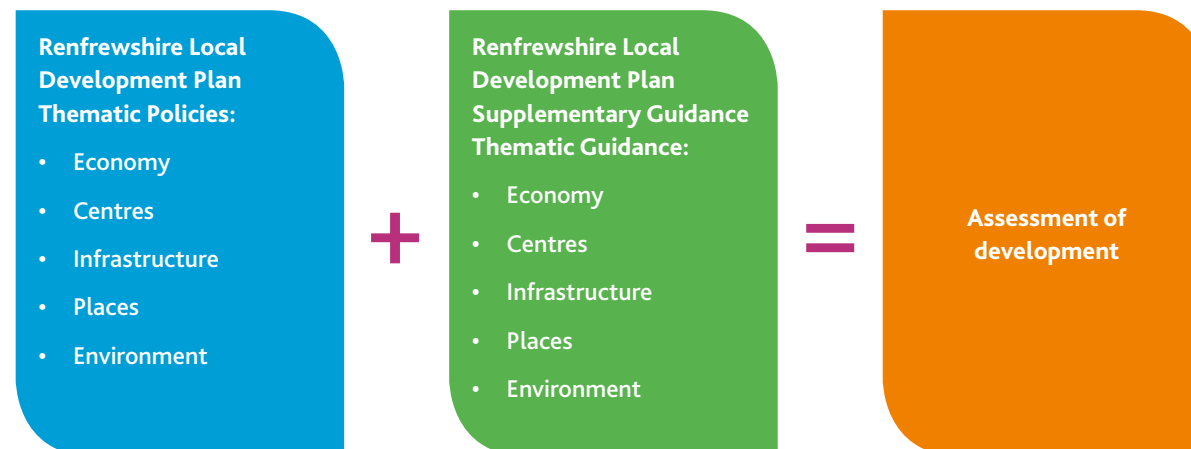
Both documents outline what developers need to do in designing, delivering and implementing development, with an emphasis on sustainable development and place making.

## How to use the Plan

All developments must be assessed against the policies set out in the LDP and the guidance/criteria within New Development SG to ensure compliance with the overall strategy for Renfrewshire.

Both provide an integrated development framework providing a consistent approach to the assessment of planning applications.

The LDP and SG will also be supplemented by a series of non statutory Planning Advice Notes which will provide good practice examples in relation to design and place making covering specific topic areas.



# Delivering the Economic Strategy

The LDP outlines the Council's economic strategy with investment in Renfrewshire being central to promoting, encouraging and enhancing sustainable economic growth. The LDP guides investment opportunities through the promotion of Renfrewshire's Economic Investment Locations (REIL's) to support a broad range of economic activity and employment opportunities. REIL's consist of 3 Strategic Economic Investment Locations (SEIL's) where significant investment will be directed to in the first instance and a number of other locally important industrial and business areas.

All proposals will be considered in line with the relevant economic policy within the LDP. The following section provides more detailed criteria and guidance which will be used to assess all new development.



Westpoint Business Park

## Economic Development Criteria

### Development proposals shall:

- Respond to the diverse needs and locational requirements of different sectors and sizes of employment opportunities;
- Incorporate the principles outlined in 'Designing Streets' and the 'Architecture and Place Policy';
- Demonstrate that there is good accessibility to a reasonable choice of walking, cycling and public transport modes;
- Facilitate the reuse of vacant and/or derelict land;
- Improve the quality of the built environment and be of a design that is appropriate to reflect the siting, density and external appearance of the surrounding area's character;
- Result in employment creation and bring economic benefit to the area, without causing significant environmental impacts, including an overall loss of amenity within the surrounding area and/or a significant adverse effect on neighbouring properties, in terms of use, scale, noise, disturbance and statutory air quality objectives;
- Make provisions for landscaping, screening and servicing;
- Consider climate change mitigation and adaptation in the design of new development, incorporating renewable or low carbon energy technology into the development;
- Not have a significant adverse impact on local infrastructure;
- Demonstrate that sufficient measures have been taken to minimise the traffic generated as a result of the development as well as the effect from additional traffic;
- Avoid causing unacceptable impacts on the water environment.





Rolls Royce

### Strategic Economic Investment Locations

Three Strategic Economic Investment Locations (SEILs) have been identified within Renfrewshire based upon their ability to offer specific roles and functions to deliver sustainable economic growth. The locations are:

- Glasgow Airport SEIL (Inchinnan Business Park , Linwood Phoenix, Westway);
- Hillington/Renfrew North SEIL;
- Bishopton SEIL.

#### Development proposals will require to meet the following criteria:

- Support the role and function of the SEIL as identified in Figure 6 within the LDP and be compatible with the character of the area;
- Support sustainable economic growth and strengthen the SEIL's role as a key economic investment location as well as allow diversification or transition into new economic sectors or clusters in response to changing markets or demand;
- Ancillary uses may be acceptable if it can be demonstrated that they support the role and function of the SEIL;
- Any proposal which relates only to part of the SEIL should not impact upon the existing uses or potential economic investment within the area;
- All proposals will be considered in relation to Policy E1, E2 and Figure 6 in the LDP and the Economic Development Criteria (page 3);
- Proposals for waste management infrastructure will be acceptable within SEILs where it conforms to, meets and delivers the objectives of the Zero Waste Plan as well as demonstrating that it will not have a significant impact upon amenity or operation of other uses, subject to site specific considerations.

## Local Industrial Areas

The Council identifies a number of Local Business/Industrial Areas for the development of Classes 4 (Business), 5 (General Industry) and 6 (Storage & Distribution) of the Use Classes Order to support sustainable economic growth within Renfrewshire.

### Development proposals will require to meet the following criteria:

- Be assessed against the criteria detailed in the Economic Development Criteria (page 3);
- Ancillary uses may be acceptable if they are in support of the existing industrial/business uses and do not significantly impact on the industrial/business character or function of the area;

- Any proposal which relates only to part of the Local Industrial Area should not significantly impact upon existing or potential industrial and business use within the area;
- Proposals for waste management infrastructure will be acceptable within Local Industrial Areas where it conforms to, meets and delivers the objectives of the Zero Waste Plan as well as demonstrating that it will not have a significant impact upon amenity or operations of other uses, subject to site specific considerations.

## Transition Areas

New development or redevelopment of sites which are described as Transition Areas may be suitable to incorporate various uses.

Figure 9 within the LDP identifies areas that are in transition and details potential uses for each of these areas.

### Development proposals will require to meet the following criteria:

- Demonstrate that the type of use, mix, scale and location of the development is appropriate for the site and wider surrounding area;
- Consideration should be given to comprehensive development of these areas and the avoidance of piecemeal development with the use of a masterplan or design brief approach;
- Any proposal which relates only to part of the Transition Area shall not have a significant impact upon existing uses;

- All proposals will be considered in relation to the relevant development criteria within this New Development SG, for example, a proposal for a new residential development in a Transition Area will also be considered against the Places Development Criteria as well as the criteria in the Infrastructure and Environment Section of the SG.
- Proposals for waste management infrastructure will be acceptable within Transition Areas where it conforms to, meets and delivers the objectives of the Zero Waste Plan as well as demonstrating that it will not have a significant impact upon amenity or operation of other uses, subject to site specific considerations.

## Airport

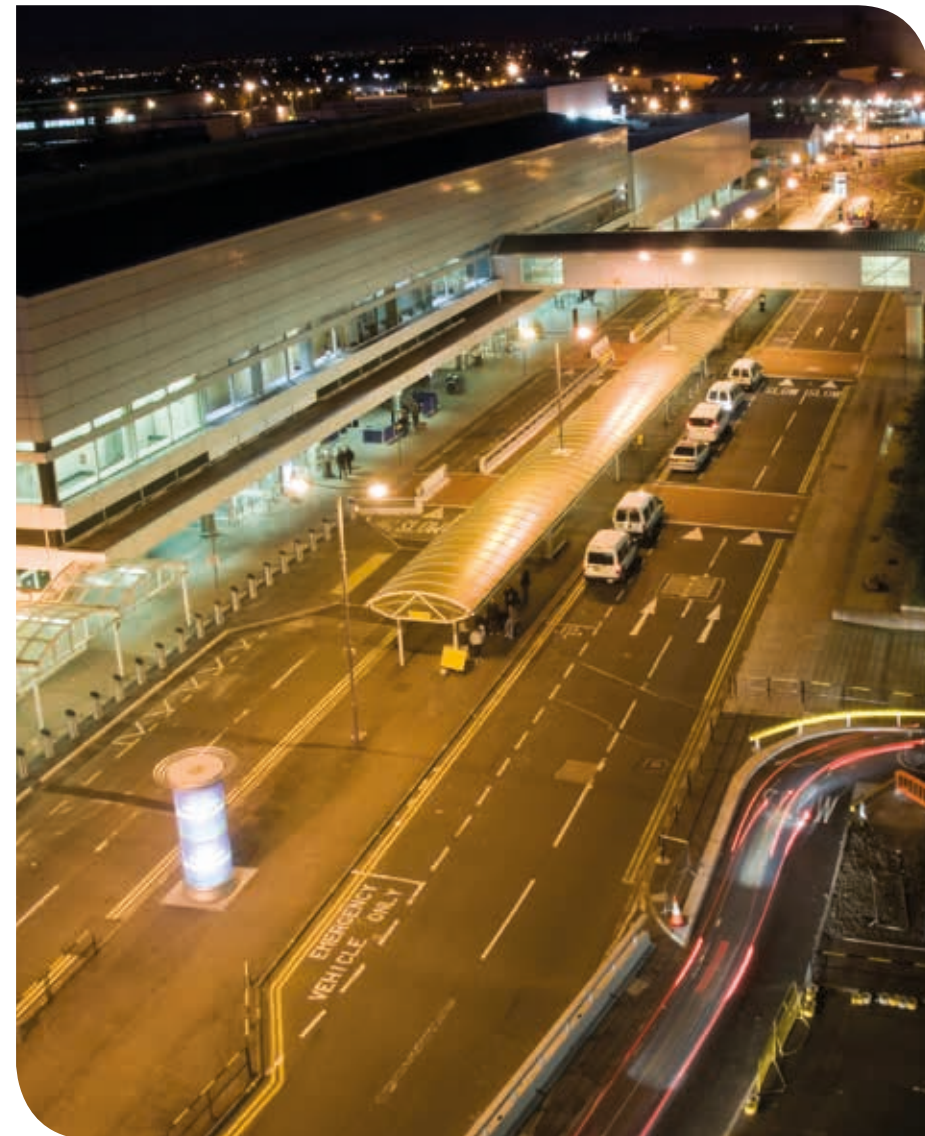
Glasgow International Airport is recognised as a key component of the economy at the national, regional and local level. It is an international gateway with important linkages to wider business and tourism markets.

The Council aims to safeguard the existing operational areas of the airport as well as the surrounding area where airport related development would be appropriate, allowing the airport to expand to its full potential.

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

Within the airport campus, as outlined in the LDP proposals map, there will be support for uses associated with the airport which includes:

- The movement and maintenance of aircraft;
- The embarking, loading, discharging or transporting of passengers, livestock or goods;
- Development in Classes 4 (business), 6 (storage and distribution) and 7 (hostels and hotels), car parking and car rental facilities, where it can be demonstrated to the Council's satisfaction that the development is associated with the functioning of the airport;
- The decanting of existing non-operational uses within the operational areas to permit operational use elsewhere within the operational area will be considered appropriate where it facilitates the continued growth of the airport.



Glasgow Airport



## Tourism

Tourism is an important element of the economic, social and cultural well-being of Renfrewshire's places and environment. Tourist attractions and activities are always changing and although there is a need to protect and enhance existing assets there is also a need to continuously develop and change the tourism offer.

The following guidance requires to be considered in relation to tourism development proposals:

### **Tourist Accommodation and Facilities – Criteria for Existing/Expansion/New Facilities**

The Council would support improvements and enhancements to existing or the creation of new tourist facilities including caravan, camping, chalets, hotels, boarding houses, bed and breakfast facilities, guesthouses, as well as outdoor sports and recreational areas, where the development is justified against the majority of the following criteria:

- Make a contribution to the local economy with a social and / or cultural benefit to the area;
- It does not result in a significant impact on visual amenity and local landscape character;
- The development can demonstrate a site specific locational need;
- The road network is able to accommodate the development;
- Suitable infrastructure and services can be provided to serve the proposal;
- There is high quality design which is appropriate to the site and in keeping with the surrounding area;
- The scale, positioning and location of the development is appropriate;
- The amenity of the surrounding area will not be significantly affected by the loss of open space and by the nature of the proposed development;
- The development will provide facilities which will encourage and assist business.

### **Large Scale Tourism Facilities**

The Council will support existing and proposed large scale tourism attractions and facilities which contribute towards the economy as well as play a significant role in the promotion of the local, national and international tourism sector. Enhancement, expansion or new tourism development must be justified against the majority of the following criteria:

- The development will provide new employment opportunities;
- The site is accessible by a choice of transport options;
- The design, quality and density of development is appropriate for the location and surrounding area;
- Infrastructure is available to accommodate development;
- The individual or cumulative impact from the development does not significantly affect natural or built heritage interests;

- It does not result in a significant negative impact on landscape or built setting;
- Development contributes to a reduction in emissions and incorporates a design which promotes energy efficiency and the use of low carbon generating technologies;
- Access within and out with the development connects to active travel routes and/or to the green network.

# Delivering the Centre Strategy



*Braehead Strategic Centre*

The LDP outlines the Council's strategy to promote and strengthen Renfrewshire's Centres as places to live, shop, work, enjoy entertainment, leisure and cultural activities and gain access to a range of transport modes. The network of centres can be viewed as hierarchical.

The Renfrewshire LDP identified a network of centres which comprise:

- **Strategic Centres**

Strategic Centres sit at the top of this hierarchy and have a significant role that extends beyond the boundaries of Renfrewshire. These centres provide a mix of activities and fulfil a strategic role as a retail location, or cultural and civic centre.

- **Core Town Centres**

Renfrewshire's Core Town Centres provide an important supporting role. Core Town Centres serve towns of significant size as well as providing local services for neighbouring settlements. They provide a mix of retail, commercial, leisure, civic and community services, which are important to Renfrewshire's places and the overall strength of the network.

- **Local Service Centres**

Local Service Centres perform a vital role in supporting many local communities within Renfrewshire. These centres have more localised catchment areas providing a range of goods and local services.

- **Commercial Centres**

These centres provide for retail development that typically cannot be located within the other centres in the network. They have a different and more specialised range of uses, physical structure, character and sense of place than the other network centres. Each Commercial Centre provides a complimentary role and function which together adds to the strength and diverse mix of uses within the network.

## Centre Development Criteria

All proposals will be considered in line with Policy C1 and C2 and the hierarchy and role and function of centres detailed in the LDP (Figure 11). The following section provides more detailed criteria and guidance which will be used to assess all new development.

### Development proposals within each centre require to be consistent with the hierarchy of centres and will be considered against the following:

- The proposed use does not undermine the principal function of the centre and is complementary to existing uses and activities;
- The proposal reflects the character and form of the centre;
- Development that contributes to the inclusiveness, economic viability of the centres and provides a balanced provision to cater for varied needs during the day and evening through appropriate uses and good design will be supported;

- The scale, design, siting and layout contributes towards and compliments the surrounding area;
- The development demonstrates good accessibility to walking, cycling and public transport routes.

**Note:** *The Centre Development Criteria is only to be considered for development within the Network of Centres. Any retail or commercial proposal outwith the network will be considered against the relevant LDP policy covering that area on the proposals map, Policy C2 in the LDP and the guidance on Meeting Local Neighbourhood Demand.*

## Strategic Centres and Core Town Centres

- Development proposals should support the diverse role and function of Renfrewshire's Strategic Centres and Core Town Centres reflecting a sustainable mix of activities and uses.
- The Council welcomes development which will enhance the vitality and viability of these centres and strengthen their key role within Renfrewshire's Network of Centres.
- All proposals will be considered against Policy C1 in the LDP and the Centre Development Criteria.

## Local Service Centres

- Proposals within local service centres will be supported where they demonstrate that they will meet local need and will not significantly impact on the viability or vitality of the existing centre or any other network centre.
- The scale of development proposal should reflect the size of community that the centre serves. Support will be given to proposals which will enhance and regenerate these centres.
- All proposals will be considered against Policy C1 in the LDP and the Centre Development Criteria.

## Commercial Centres

These centres provide a location for retail development that typically cannot be located within the other centres in the network. There may also be opportunities for some ancillary and/or enabling commercial development to compliment the existing uses.

The Council will support proposals within Renfrewshire's three Commercial Centres which:

- Sustain the role and function of the centre as identified in Figure 11 within the LDP;
- Demonstrate that there would be no significant adverse impact upon the role and function of any other network centre.

## Meeting Local Neighbourhood Demand

The Council will accept retail and commercial development outwith the defined Network of Centres where it meets a local neighbourhood demand and subject to meeting the criteria within Policy C2 and the relevant policy identified on the proposals map within the LDP.

For the purposes of assessing local supply and demand, the catchment will be defined by the area from which the site is easily accessible on foot.





Shop fronts in Renfrew

### Hot Food; Public Houses; Licensed Clubs

The Council will direct proposals for Class 3 uses, hot food take aways, public houses and bars, licensed clubs and entertainment venues such as night clubs, to Strategic Centres, Core Town Centres and Local Service Centres as defined within the LDP (Figure 11 Renfrewshire's Network of Centres). All proposals will be considered against the following criteria:

- Traffic, parking and pedestrian safety must not be prejudiced;
- There must be no significant impact on the residential amenity, in terms of noise, disturbance, cooking odours, fumes or vapours;
- The applicant must demonstrate full control to install a flue extraction system;
- The design of the flue must be visually acceptable.

### Advice Notes

(to be prepared – see action programme)

**Advertisement Guidance**  
**Shop Front Design Guidance**  
**Guidance on the location of hot food premises**



*Paisley*

# Delivering the Infrastructure Strategy

Renfrewshire's LDP places an emphasis on investment in infrastructure as it is central to increasing sustainable economic growth as well as supporting the transition to a low carbon economy. The LDP aims to do this through promoting sustainable locations close to existing infrastructure where there is the capacity to support new development, reducing the need to travel as well as enabling a step change to more sustainable patterns of travel and transport along with providing an opportunity to increase renewable energy capacity.

The LDP along with the LDP Action Programme sets clear priorities to support sustainable economic growth, highlighting the importance of infrastructure in development along with aiming to enable improvements in infrastructure through a partnership approach and the adoption of new funding mechanisms to finance investment in infrastructure.

The following section provides more detailed criteria and guidance which will be used to assess all new development.

## Infrastructure Development Criteria

Development proposals shall:

- Provide access and linkage to active travel and public transport networks ensuring that they are an integral part of the design and layout of developments;
- Consider connections to existing freight transfer facilities and new development should not impact on the functioning of freight facilities;
- Take the opportunity to extend the electronic communications network with any new equipment designed and positioned sensitively;
- Demonstrate that there will be no unacceptable flood risk and provide adequate drainage infrastructure;
- Demonstrate a reduction in emissions above or in line with current building standards through the installation of low carbon technologies;
- Follow the principles set out in the Zero Waste Plan.



## Connecting Places

In determining any application for development, the Council will take into account the relationship between the development and/or land use and transport requirements in particular the nature, scale and location of the development proposal and its requirement to support sustainable travel and transport measures where relevant and where a need is identified.

### All proposals will be judged against the following criteria:

- The suitability of the location taking account of its function and accessibility;
- The provision of a safe and convenient pedestrian and cycle access to and within the development which can be used by all potential users, with links to existing or potential pedestrian/ cycle routes;
- Ensure the implementation of pedestrian routes to public transport/ services/open space;
- Provide access to public transport networks which should be within 400 metres walking distance of the development;
- Ensure provision is made in development layouts for facilities giving priority to and allowing penetration by buses, where appropriate;
- Aim to ensure, where development is in close proximity to rail stations/ halts, that provision is made for good direct, safe access to and from these facilities;
- Assess the potential impact on the performance and safety of the trunk road and/or rail network and the measures required to mitigate impact arising from development;
- Assessment of the full transport impacts including satisfactory mechanisms for meeting sustainable transport objectives (further details on what should be included in a transport assessment is set out in Appendix 1);
- The design, layout and standard of any proposed road and other transport infrastructure is appropriate to the local environment and the character of the surrounding area to achieve safe traffic speeds and secure a pleasant and safe environment;
- The provision of parking for vehicles, including disabled parking and parking for cycles and motorcycles, is made in accordance with national standards;
- The individual and cumulative impact from the traffic generated by the development does not significantly affect air quality;
- Masterplans, development briefs and proposals for major developments require to include satisfactory mechanisms or provisions for supporting sustainable transport objectives along with additional infrastructure, facilities and services required for the development.

## Fastlink

The implementation of an extension to the core Fastlink scheme will require to be undertaken through partnership and joint working with many stakeholders providing a good opportunity to promote a more coordinated approach between transport and land use planning.

The redevelopment of the Clyde Waterfront is a national, strategic and local priority and maximising sustainable transport measures is an essential step in moving towards sustainable economic growth.

Fastlink is a bus rapid transit scheme which will provide a high quality, fast, frequent and reliable public transport service which will benefit existing and proposed uses in the vicinity of the route. The vehicles used in the operation of Fastlink will be of a high quality standard providing an attractive and alternative mode to the private car as well as helping to lower emissions through the high standard of engine technologies. The Council, therefore, considers it reasonable and appropriate that developers contribute to the cost of implementing the extension to the Fastlink Core Scheme in relation to the benefits of better integration of land use and transport improvements.

### Scheme Principles

To deliver the high quality public transport infrastructure for Fastlink, all developments should make an appropriate contribution towards the implementation of the Fastlink scheme. The level of contribution will be dependent on the following:

- Type of development;
- Size of development; and
- Distance from Fastlink route.

Developer contributions will be sought from all developments, above a minimum size threshold, (noted in Table 1) that gain planning consent and are within 400 metres of the route centre line. The 400 metres is graduated into 100 metre zones to indicate the level of contribution in each zone. Figure 1 provides an indication of the area covered in each zone.

Table 1 is in line with the framework set out by Glasgow City Council given that this is an extension to the Fastlink route which begins in Glasgow. Table 1 aims to put different land uses on an equal basis in terms of trip generation according to the size of the development. Small developments falling below the thresholds shown in Table 1 and minor changes of use will not be required to provide a

contribution unless they are clearly part of a phased development of a larger site. In such case, the Council will agree a pro-rata sum with the developer.

Table 2 sets out the scale factor combined with the distance from the centre line.

### Calculating the level of Fastlink Contribution

The level of contribution will be calculated by:

- Using Table 1 to establish a scale factor by type and size of development proposed;
- Allocating the development within one of the four zones by reference to the walking distance between the nearest site edge and route centre line;
- Using Table 2 to calculate the appropriate contribution; and
- Index linking the agreed contribution from the date of agreement to the date of payment on the basis of the Construction Price Index.

### Other Considerations

Where a developer proposes to contribute land and/or provide infrastructure to allow/assist the implementation of Fastlink, the

amount of financial contribution required will be reduced. The amount of the reduction of contribution will take account of the value of the land and any remedial works required to make the land suitable for use as part of the Fastlink scheme.

Where it can be demonstrated to the satisfaction of the Planning Authority that there are abnormally high site preparation costs and the addition of a Fastlink contribution would threaten the financial viability of developing a site, then exceptionally the contribution to Fastlink may be reduced.

Large developments, in excess of the scale factor listed in Table 2, will be negotiated individually to reach agreement on an appropriate level of contribution to reflect the scale of development and the likely impact on the transport network. Where developments are dependent on the provisions of Fastlink to deliver the agreed mode share targets/sustainable car trip generation levels identified in a Transport Assessment, then the level contribution will be required to reflect this.

Where planning permission in principle has been granted without the requirement to contribute to Fastlink, a subsequent application to approve planning conditions will not be expected to provide a new

contribution. Where a planning permission in principle or planning permission includes a condition requiring the provision of additional public transport infrastructure/provision, then a developer contribution for Fastlink using the criteria in Tables 1 and 2 must be considered.

Where a development is being extended, the net increase in overall Gross Floor Area (GFA) will be used as the basis for calculating the contribution.

### Legal Agreement

Any developer making a contribution will normally be expected to enter into a Section 75 legal agreement under the Town and Country Planning (Scotland) Act 1997, unless payment can be provided through a Section 69 legal agreement of the Local Government (Scotland) Act 1973. Proposals for phased contributions will be accepted with agreed appropriate triggers identified.

### Audit and Review Procedures

The developer contributions to Fastlink will be held in ring-fenced holding accounts. The accounts will be managed by Renfrewshire Council. Funding held in these accounts will be released for the delivery of the Fastlink scheme when appropriate and agreed.

In the event that the Fastlink scheme is not started or progressed within 5 years of the date of the contribution, the Council will review whether there is any likelihood of the project going ahead. The following will then apply:

- If the review concludes the Fastlink scheme is still likely to go ahead, then the contribution will be retained;
- Where it is thought unlikely that the Fastlink scheme will realistically be implemented, the Council will seek to investigate the development of alternative public transport improvements, negotiate and agree with all stakeholders to use the contributions to address transport impacts and implement alternative public transport interventions which promote sustainable modes of travel and provide an alternative to the private car.

Should contributions remain unspent after the processes outlined above, then after 10 years from the date of contribution, the Council will refund the contribution (including interest) to the developer (or successors).



*Gilmour Street Station*



**Table 1 – Identification of Scale Factors**

SCALE FACTOR		1	2	3	4	5	6	7
DEVELOPMENT TYPE								
<b>Residential – including sheltered housing, student accommodation, nurses homes and bedspace element in hotels</b>	Bedrooms	23 – 114	115 – 227	228 – 341	342 – 455	456 – 568	569 – 682	683 – 795
<b>Restaurants – including public restaurant element in hotels</b>	Seating capacity	23 – 114	115 – 227	228 – 341	342 – 455	456 – 568	569 – 682	683 – 795
<b>Nightclubs/Function Suites – including function suite/conference facility element in hotels</b>	GFA (sqm)	100 – 500	501 – 1000	1001 – 1500	1501 – 2000	2001 – 2500	2501 – 3000	3001 – 3500
<b>Public Houses – including public bar element in hotels</b>	GFA (sqm)	100 – 500	501 – 1000	1001 – 1500	1501 – 2000	2001 – 2500	2501 – 3000	3001 – 3500
<b>Fast Food – including drive thru, cafés, tea rooms and food courts</b>	GFA (sqm)	23 – 111	112 – 222	223 – 333	334 – 444	445 – 556	557 – 667	668 – 778
<b>Retail Food</b>	GFA (sqm)	39 – 192	193 – 385	386 – 577	578 – 769	770 – 962	963 – 1154	1155 – 1346
<b>Retail Non Food</b>	GFA (sqm)	125 – 625	626 – 1250	1251 – 1875	1876 – 2500	2501 – 3125	3126 – 3750	3751 – 4375
<b>Wholesale, Builders Merchants and similar</b>	GFA (sqm)	250 – 1250	1251 – 2500	2501 – 3750	3751 – 5000	5001 – 6250	6251 – 7500	7501 – 8750
<b>Office Business</b>	GFA (sqm)	200 – 1000	1001 – 4000	4001 – 9740	9741 – 12987	12988 – 16234	16235 – 19481	19482 – 22727
<b>Office Public – including banks, building societies, estate agents and travel agents</b>	GFA (sqm)	74 – 368	369 – 735	736 – 2206	2207 – 2941	2942 – 6649	6650 – 7979	7980 – 9309

8	9	10	11	12	13	14	15	16
796 – 909	910 – 1023	1024 – 1136	1137 – 1250	1251 – 1364	1365 – 1477	1478 – 1591	1592 – 1705	Larger developments will be negotiated separately
796 – 909	910 – 1023	1024 – 1136	1137 – 1250	1251 – 1364	1365 – 1477	1478 – 1591	1592 – 1705	
3501 – 4000	4001 – 4500	4501 – 5000	5001 – 5500	5501 – 6000	6001 – 6500	6501 – 7000	7001 – 7500	
3501 – 4000	4001 – 4500	4501 – 5000	5001 – 5500	5501 – 6000	6001 – 6500	6501 – 7000	7001 – 7500	
779 – 889	890 – 1000	1001 – 1111	1112 – 1222	1223 – 1333	1334 – 1444	1445 – 1556	1557 – 1667	
1347 – 1538	1539 – 1731	1732 – 1923	1924 – 2115	2116 – 2308	2309 – 2500	2501 – 2692	2693 – 2885	
4376 – 5000	5001 – 5625	5626 – 6250	6251 – 6875	6876 – 7500	7501 – 8125	8126 – 8750	8751 – 9375	
8751 – 10000	10001 – 11250	11251 – 12500	12501 – 13750	13751 – 15000	15001 – 16250	16251 – 17500	17501 – 18750	
22728 – 25974	25975 – 29221	29222 – 32468	32469 – 35714	35715 – 38961	38962 – 42208	42209 – 45455	45456 – 48701	
9310 – 10638	10639 – 11968	11969 – 13298	13299 – 14628	14629 – 15957	15958 – 17287	17288 – 18617	18618 – 19947	

**Table 1 – Identification of Scale Factors (continued)**

SCALE FACTOR		1	2	3	4	5	6	7
DEVELOPMENT TYPE								
Industry Manufacturing/Food or Drink Processing	GFA (sqm)	3847 – 19231	19232 – 38462	38463 – 57692	57693 – 76923	76924 – 96154	96155 – 115385	115386 – 134615
Industry Light	GFA (sqm)	848 – 4237	4238 – 8475	8476 – 12712	12713 – 16949	16950 – 21186	21187 – 25424	25425 – 29661
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	200 – 1000	1001 – 2000	2001 – 3000	3001 – 4000	4001 – 5000	5001 – 6000	6001 – 7000
Petrol Filling Stations	Site Area (sqm)	50 – 250	251 – 500	501 – 750	751 – 1000	1001 – 1250	1251 – 1500	1501 – 1750
Warehousing – storage and distribution	GFA (sqm)	1000 – 5000	5001 – 10000	10001 – 15000	15001 – 20000	20001 – 25000	25001 – 30000	30001 – 35000
Warehousing – repository and self service storage	GFA (sqm)	3847 – 19231	19232 – 38462	38463 – 57692	57693 – 76923	76924 – 96154	96155 – 115385	115386 – 134615
Mail/Parcel Distribution	GFA (sqm)	417 – 2083	2084 – 4167	4168 – 6250	6251 – 8333	8334 – 10417	10418 – 12500	12501 – 14583
Passive Leisure – continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	34 – 167	168 – 333	334 – 500	501 – 667	668 – 833	834 – 1000	1001 – 1167
Passive Leisure – single performance (such as spectator arenas, stadia, theatres)	Seating capacity	46 – 227	228 – 455	456 – 682	683 – 909	910 – 1136	1137 – 1364	1365 – 1591
Passive Leisure – museums, art galleries, libraries, community/church halls, places of worship and similar	GFA (sqm)	358 – 1786	1787 – 3571	3572 – 5357	5358 – 7143	7144 – 8929	8930 – 10714	10715 – 12500



8	9	10	11	12	13	14	15	16
134616 – 153846	153847 – 173077	173078 – 192308	192309 – 211538	211539 – 230769	230770 – 250000	250001 – 269231	269232 – 288462	Larger developments will be negotiated separately
29662 – 33898	33899 – 38136	38137 – 42373	42374 – 46610	46611 – 50847	50848 – 55085	55086 – 59322	59323 – 63559	
7001 – 8000	8001 – 9000	9001 – 10000	10001 – 11000	11001 – 12000	12001 – 13000	13001 – 14000	14001 – 15000	
1751 – 2000	2001 – 2250	2251 – 2500	2501 – 2750	2751 – 3000	3001 – 3250	3251 – 3500	3501 – 3750	
35001 – 40000	40001 – 45000	45001 – 50000	50001 – 55000	55001 – 60000	60001 – 65000	65001 – 70000	70001 – 75000	
134616 – 153846	153847 – 173077	173078 – 192308	192309 – 211538	211539 – 230769	230770 – 250000	250001 – 269231	269232 – 288462	
14584 – 16667	16668 – 18750	18751 – 20833	20834 – 22917	22918 – 25000	25001 – 27083	27084 – 29167	29168 – 31250	
1168 – 1333	1334 – 1500	1501 – 1667	1668 – 1833	1834 – 2000	2001 – 2167	2168 – 2333	2334 – 2500	
1592 – 1818	1819 – 2045	2046 – 2273	2274 – 2500	2501 – 2727	2728 – 2955	2956 – 3182	3183 – 3409	
12501 – 14286	14287 – 16071	16072 – 17857	17858 – 19643	19644 – 21429	21430 – 23214	23215 – 25000	25001 – 26786	

**Table 1 – Identification of Scale Factors (continued)**

SCALE FACTOR		1	2	3	4	5	6	7
DEVELOPMENT TYPE								
Passive Leisure – other (such as casinos and amusement arcades)	GFA (sqm)	238 – 1190	1191 – 2381	2382 – 3571	3572 – 4762	4763 – 5952	5953 – 7143	7144 – 8333
Active Leisure – swimming pools, indoor bowling and similar	GFA (sqm)	136 – 676	677 – 1351	1352 – 2027	2028 – 2703	2704 – 3378	3379 – 4054	4055 – 4730
Active Leisure – gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	250 – 1250	1251 – 2500	2501 – 4167	4168 – 5556	5557 – 7813	7814 – 9375	9376 – 10938
Active Leisure – football, tennis, outdoor bowling and similar	Site area ha	0.2 – 1.00	1.01 – 2.00	2.01 – 3.00	3.01 – 4.00	4.01 – 5.00	5.01 – 6.00	6.01 – 7.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	9 – 42	43 – 83	84 – 125	126 – 167	168 – 208	209 – 250	251 – 292
Hospitals, Hospices and similar (treatment element) – including day care centres/clinics	GFA (sqm)	834 – 4167	4168 – 8333	8334 – 12500	12501 – 16667	16668 – 20833	20834 – 25000	25001 – 29167
Dental Clinics	Number of surgeries	2 – 10	11 – 21	22 – 31	32 – 42	43 – 52	53 – 63	64 – 73
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	2 – 6	7 – 13	14 – 19	20 – 25	26 – 31	32 – 38	39 – 44
Non Residential Institutions – (such as universities/colleges, schools [except nurseries])	GFA (sqm)	200 – 1000	1001 – 2000	2001 – 3000	3001 – 4000	4001 – 5000	5001 – 6000	6001 – 7000
Nurseries	GFA (sqm)	74 – 368	369 – 735	736 – 1103	1104 – 1471	1472 – 1838	1839 – 2206	2207 – 2574
Expected one way trip generation during 11 hour day – up to:		250	500	750	1000	1250	1500	1750

8	9	10	11	12	13	14	15	16
8334 – 9524	9525 – 10714	10715 – 11905	11906 – 13095	13096 – 14286 –	14287 – 15476	15477 – 16667	16668 – 17857	Larger developments will be negotiated separately
4731 – 5405	5406 – 6081	6082 – 6757	6758 – 7432	7433 – 8108	8109 – 8784	8785 – 9459	9460 – 10135	
10939 – 12500	12501 – 14063	14064 – 15625	15626 – 17188	17189 – 18750	18751 – 20313	20314 – 21875	21876 – 23438	
7.01 – 8.00	8.01 – 9.00	9.01 – 10.00	10.01 – 11.00	11.01 – 12.00	12.01 – 13.00	13.01 – 14.00	14.01 – 15.00	
293 – 333	334 – 375	376 – 417	418 – 458	459 – 500	501 – 542	543 – 583	584 – 625	
29168 – 33333	33334 – 37500	37501 – 41667	41668 – 45833	45834 – 50000	50001 – 54167	54168 – 58333	58334 – 62500	
74 – 83	84 – 94	95 – 104	105 – 115	116 – 125	126 – 135	136 – 146	147 – 156	
45 – 50	51 – 56	57 – 63	64 – 69	70 – 75	76 – 81	82 – 88	89 – 94	
7001 – 8000	8001 – 9000	9001 – 10000	10001 – 11000	11001 – 12000	12001 – 13000	13001 – 14000	14001 – 15000	
2575 – 2941	2942 – 3309	3310 – 3676	3677 – 4044	4045 – 4412	4413 – 4779	4780 – 5147	5148 – 5515	
2000	2250	2500	2750	3000	3250	3500	3750	

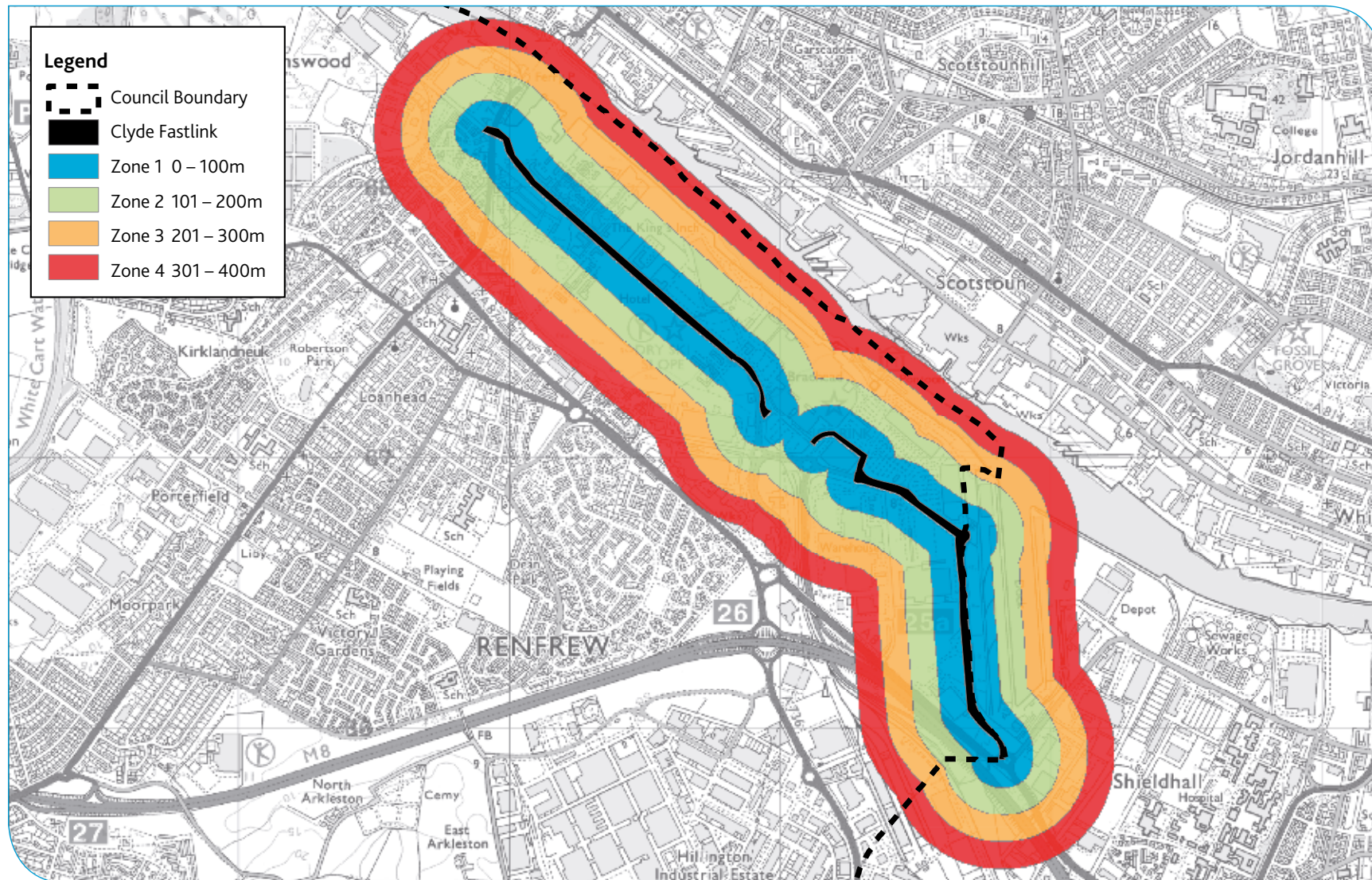
**Table 2 – Level of Contributions**

DISTANCE FROM ROUTE	SCALE FACTOR FIGURES IN £000'S														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Zone 1 0 – 100m	9	23	46	69	92	115	138	161	184	207	230	253	276	299	322
Zone 2 101 – 200m	7	19	38	57	77	96	115	134	153	172	192	211	230	249	268
Zone 3 201 – 300m	6	15	31	46	61	77	92	107	123	138	153	169	184	199	215
Zone 4 301 – 400m	4	11	23	34	46	57	69	80	92	103	115	126	138	149	161

The above criteria, indicative route and subsequent tables will be monitored, reviewed and updated on a regular basis through the publication of revised New Development SG when appropriate, to ensure certainty.



Figure 1 – Fastlink – Developer Contribution Zones



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## Communications Infrastructure

Expansion of the communications network including telecommunications, broadband and digital infrastructure is supported by the Council. The communications infrastructure should be designed, positioned and sited as sensitively as possible taking account of the surrounding environment and any cumulative impact.

### The following criteria should be considered for communications development:

- Installation of smallest suitable equipment;
- Mast sharing;
- How the proposed equipment fits with the wider environment, including the visual impact;
- Landscaping/screen planting incorporated into proposal.

## Flooding and Drainage

The risk of all types of flooding needs careful management and maintenance. Flood avoidance is the first principle of sustainable flood risk management by safeguarding flood storage capacity and locating development away from functional flood plains in medium to high risk areas. In developing sites outwith these areas there may be the requirement to implement various flood defence mechanisms to provide an increasing level of protection against potential flood risk.

Flood protection and sustainable drainage mechanisms require to be an integral part of developments, protecting and where necessary increasing the capacity of existing and new water spaces to retain and control water.

The Council are committed to working in partnership to implement the Flood Risk Management (Scotland) Act 2009, assessing the sources and impact of flooding to help to deliver development in the right locations, reducing areas most vulnerable to flooding or areas which have existing drainage constraints.

### Development proposals should comply with the principles of sustainable flood risk management by considering the following criteria:

- All development proposals will require to demonstrate compliance with Scottish Planning Policy and the Flood Risk Management guidance set out by the Scottish Government and the Scottish Environment Protection Agency;
- Development must not increase the risk of flooding;
- It must be demonstrated that the site can be satisfactorily drained and, where possible, incorporate Sustainable Urban Drainage System techniques;
- The capacity of the functional flood plain to store water must not be reduced;
- Development must not result in additional discharge of surface water;
- The resulting development must not increase the risk of flooding elsewhere;
- The risk of flooding to the development itself can be satisfactorily mitigated;
- Developments should maximise the amount of permeable surfaces;
- Existing flood protection / defence mechanisms are protected with the development not compromising the potential for future flood management proposals;
- Unnecessary engineering works in the water environment will be resisted, including culverting of existing water sources. Opening up existing culverts will be welcomed and encouraged;
- Where additional flood protection mechanisms are required there should be consideration of soft/natural devices which can be integrated into the site;
- Land raising will not be accepted unless compliance with national policy can be demonstrated;
- It must be demonstrated that there is the ability to effectively deal with foul drainage from all developments.

Where the risk of flooding is deemed unacceptable, the proposal will not be permitted.

Where a flood risk assessment or drainage assessment is required, national guidance along with the principles set out above, criteria contained within Appendix 1 and advice set out in separate planning guidance notes produced by Renfrewshire Council should be considered.



## Renewable and Low Carbon Technologies

The transition to a low carbon economy must include maintaining an effective supply of affordable energy and other resources. The aim is not only to adapt to and help mitigate the effects of climate change but also to support the economic opportunities that arise from the implementation of renewable and low carbon energy technologies.

The Council is supportive of an increase in the proportion of electricity produced from renewable sources, but will require proposals for development to meet the following criteria:

- There is no significant impact on the amenity of nearby residents, in terms of statutory air quality objectives, noise or other nuisances;
- Significant visual intrusion within the landscape in terms of scale, location, design, etc. has been minimised;
- During the process leading to the selection of the proposed site, consideration must also be given to alternative sites, and the selection of the proposed site justified;
- The individual or cumulative impact of the proposed development along with any other existing and approved similar developments will not lead to an unacceptable impact on the environment, amenity, community or recreational interest;
- The transportation aspects associated with implementation of developments can be accommodated or mitigated against;
- Arrangements are in place to ensure restoration of the site to an acceptable standard after the operation has ceased;
- SEPA's Thermal Treatment of Waste Guidelines should be referred to where development involves recovering energy from waste;
- Development would be encouraged and supported where thermal treatment plants are colocated with existing energy and heat intensive uses which maximise the opportunities for effective energy use.



*Flood defense*

### Advice Notes

(to be prepared – see action programme)

**Guidance on Small Scale Wind Energy Developments**

**Guidance on Flood/Drainage Assessments**

# Delivering the Places Strategy

The LDP outlines the Council's strategy to retain and attract residents by creating and improving places which offer an attractive environment in which to live and work through the provision of a mix of physical, economic, social and environmental enhancements.

In terms of places to live, the Council recognises that the biggest asset is Renfrewshire's residential provision, contained within the existing towns and villages. The individuality of these areas is important and the design of places plays a significant role in determining the impact on land. Successful places achieve the following six qualities:

- Identity;
- Safe and pleasant spaces;
- Ease of movement;
- A sense of welcome;
- Adaptability; and
- Good use of resources.

## Places Development Criteria

**Development proposals shall require to ensure that:**

- The layout, built form, design and materials of new developments will require to be of a high quality and be in accordance with the general principles of the Architecture and Place Policy and Designing Streets;
- Existing landscape and ecological features will also be retained where they make a positive contribution to the character of the area and should be supplemented by new integrated landscaping and habitat proposals;
- The density of new housing proposals will require to be in keeping with the density of the surrounding residential areas, higher densities may be appropriate in areas which have good access to walking, cycling and public transport;
- Surrounding land uses should not have a significant adverse effect on the proposed residential development with regards to visual amenity, noise, smell, traffic, hours of operation, vibration, dust, overlooking and meeting statutory air quality objectives;
- It should be demonstrated that adequate provision has been made for all services including water, sewerage, power, communications, education, health and social facilities. Proposals for community, educational and commercial facilities will require to serve the local needs of the area;
- Development proposals require to create attractive and well-connected street networks which will facilitate movement;
- Where considered necessary by the Council, areas of public and private open space will be retained where they are of recreational or amenity value.
- Development should contribute to the overall character of a place, public health, social interaction and help in tackling climate change through reductions in carbon emissions.





*Bridge of Weir*

## Creating Places

Successful places are areas which support a mix of uses, where people live, work and enjoy leisure time. Places should be adaptable to future uses, balancing the interests and opportunities that are right for a particular place.

In considering the above, the following 'checklist' sets out a range of considerations that form the basis of good 'places' design which should be considered and reflected in development proposals within Renfrewshire.

## Places Checklist

### Access and Connectivity

- Does the development provide good connectivity for all modes of transport?
- Are the streets pedestrian, cycle and vehicle friendly?
- Does the development integrate with existing streets, paths and surrounding development as well as wider access and path networks?
- Do street layouts allow for walkable access to local amenities and public transport?

(What is required for Design & Access Statements along with Transport Assessments is contained in Appendix 1)

### Environment and Community

- Does the development include any features that reduce its environmental impact?
- Has potential flood risk for the site been assessed and has a flood risk assessment been prepared for proposals in medium to high category flood risk areas as defined in SPP?
- Have SUDS been incorporated into the design and layout and have long-term maintenance arrangements been put in place?
- Is there a mix of housing types and tenures that reflects the needs of the local community?
- Is there sufficient outdoor amenity space for residents to use?
- Is the development well connected to or is it close to community facilities?
- Is the public space well designed and are there suitable management arrangements in place?
- Will the development result in an increase in noise levels to the detriment of amenity?
- Will noise sensitive development be protected?
- Is there an adverse impact upon air quality?

## Places Checklist

### Context and Character

- Is the design specific to the site and surrounding context?
- Does the development create a sense of 'place' with a distinctive character?
- Does the development integrate with its surroundings, existing buildings, and the natural features of the site reinforcing existing connections and creating new ones?

### Buildings and Design

- Do the buildings positively contribute to the built environment and the overall character of the area?
- Does the development make use of advances in construction or technology that enhance its performance, quality and attractiveness?
- Does the development incorporate low carbon technologies?
- Does the development promote waste management and recycling both during construction and on completion of the development?

### Layout and Built Form

- Does the building layout allow priority to pedestrians over vehicle movement and parking to ensure roads and parking do not dominate?
- Does the layout respond to the landscape character of the site?
- Are streets defined by a well structured building layout?
- Are public spaces and pedestrian routes overlooked?
- Is the car parking well integrated within the site layout so it supports the street scene?
- Does the proposed density reflect the character of the surrounding area?
- Does the layout create opportunities to link into the wider green network?
- Do buildings 'front' public spaces, streets and roads?
- Does the layout allow for penetration by bus services?
- Will the development result in an increase in noise levels to the detriment of amenity?
- Will noise sensitive development be protected?
- Is there an adverse impact upon air quality?

### Alterations and Extensions to Existing Properties

Alterations and extensions to existing residential properties will be considered in relation to the following criteria and the Council's Householder Development Guidance:

- The development requires to be of an appropriate scale, size and massing which does not constitute over development and reflects the established development pattern;
- It reflects the design and materials of the existing house and the character of the surrounding area;
- It does not significantly reduce the amenity of the neighbouring residents or the surrounding area.

### Residential Development Within Garden Grounds

Residential development within the curtilage of existing houses will be considered in relation to the following criteria and the Council's Householder Development Guidance:

- The position, orientation and access to the proposed house and the relationship with the existing and surrounding properties requires to maintain and respect the established development pattern;
- The new residential unit will not result in back-land development;
- The scale, size, massing and associated garden space of the proposed new residential unit will be similar to surrounding dwellings in the area;
- The privacy and amenity of the existing and proposed residential units will be comparable.

### Change of Use From Amenity Space to Garden Ground

Enlarging garden areas by extending them into amenity space and areas of landscaping requires planning permission to change amenity ground to garden ground. Assessment of the proposals will require to be considered in relation to the following criteria and the Council's Householder Development Guidance:

- Proposals should not significantly affect the character and appearance of the amenity space, detracting from the amenity of the surrounding area;
- Development should not significantly fragment or incrementally erode amenity space;
- The proposals should not lead to a deficiency in recreational and/ or public open space in the area or adversely impact on any active travel or green networks;
- Development should not result in the loss of trees that make a significant contribution to the area or result in a detrimental impact on the visual amenity of the area; and
- The development should not lead to an undesirable precedent being set.



### **Core Town Centre Housing**

Proposals for residential use at ground floor level will be permitted where:

- The unit has been vacant for a period in excess of 12 months and actively marketed;
- The amenity of the residential unit will not be significantly affected by the presence of the adjacent and nearby commercial units;
- The change to a residential use will not significantly affect the commercial function of the centre.

### **Upper Floor Residential Developments**

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

### **Re-Use/Redevelopment of Institutional Premises**

Where buildings are not fit for purpose and have become vacant, and it can be demonstrated that conversion of the existing buildings is not viable or practicable and will not allow a new use to operate, then consideration will be given to redevelopment.

All such proposals will be subject to the approval of a masterplan/ development brief to ensure protection of environmental qualities, there is a high quality design and the density of development is appropriate to the location.

## Green Network

The provision of good quality green space, paths, cycle routes and associated green and blue networks, is an important element of place making and regeneration. There is a strong case for investing more in nature, especially in close proximity to where people live and work, as this can deliver improvements in physical activity through sport and recreation and mental health, as well as having a positive impact on the long-term sustainability and quality of communities created.

Building on the principles set out in Designing Places and Designing Streets, the Scottish Government have published 'Green Infrastructure: Design and Place Making' setting out best practice and good design ideas to incorporate green infrastructure into development proposals, design briefs and masterplans. This document requires to be considered when submitting development proposals as well as the following criteria:

- Appropriate provision is made for the continuing use of active travel networks;
- Green networks, open space, amenity space and recreational space within or alongside the boundary of the development proposal will be integral to the design and layout of the development;
- Access is provided to green networks from new developments;
- Any potential impact to existing or proposed green networks, core paths or rights of way and other important routes, can be adequately addressed and/or suitable alternative provision is made;
- Development should seek to enhance the green network by ensuring that on site green infrastructure is incorporated and designed to be integral to the overall development and will link into and enhance the wider green network.

## Open Space

Green network areas of open space, play parks, small areas of recreation and amenity open spaces will be protected from development, unless the following criteria can be satisfied:

- The proposed development is for recreation or physical activity use and it improves the quality and range of facilities;
- There is a long term excess in the provision of pitches, playing fields and public open space in the wider area, taking into account long term strategy for provision, estimated demand and overall recreational and amenity value;
- The development will not lead to a significant net loss of open space;
- The proposal incorporates the retention or enhancement of the existing facilities on part of the site, while enabling redevelopment of the surplus section of the site for another purpose. In addition there is no significant adverse impact on the amenity of nearby residents;
- Alternative provision of equal or greater community benefit and accessibility would be made available on another site;
- The benefit of the proposed development to the public clearly outweighs the present open space value of the site;
- The amenity of the surrounding area will not be significantly affected by the loss of open space and by the nature of the proposed development.

### Open Space Provision in New Developments

Open space, amenity space and play provision shall be located in new developments, where appropriate, in a way which contributes to the site, surrounding area and the green network. The provision for open space will require to be in accordance with Renfrewshire Council's New Development Design Guide—'Renfrewshire's Places'.

### Regional Parks

Development within Clyde Muirshiel Regional Park will only be permitted where it can be demonstrated that:

- It is for a recreational, leisure or tourism use which will bring social or economic benefits to the area;
- There is no significant impact on the nature conservation, landscape character or heritage resources;
- The development does not cause significant conflict with neighbouring land uses;
- There are opportunities for the provision of active travel and/or habitat networks to be maintained or enhanced;
- Any proposed building or structure is appropriate in design and scale to its surroundings;
- The development has no significant impacts on the visual amenity of the area;
- Development does not prevent or significantly impact upon recreational access to the surrounding area.

### Advice Notes

(to be prepared – see action programme)

**New Development Design Guide—'Renfrewshire's Places'.**

**Householder Development Guidance**

# Delivering the Environment Strategy

A healthy environment is essential to support investment in Renfrewshire and attracting people and businesses to the area. High environmental quality is central to the spatial strategy of the Renfrewshire Local Development Plan with policies and proposals setting out a strong commitment to protecting and enhancing the natural and built environment.

Scotland has ambitious targets for reducing the emissions of greenhouse gases and through a good policy framework, set out in both the LDP and this SG, the Council aims to support development which can help in achieving climate change targets. Promotion of sustainable patterns of development aiming to contribute towards the mitigation of, and adaptation to, climate change is an important component for improving Renfrewshire's environment and quality of places.

## Environment Development Criteria

### Development proposals will require to ensure:

- Green belts are preserved and development does not significantly undermine their core role and function by individual or cumulative impacts;
- Development has due regard to the importance of international, national and local designated sites and demonstrate that they do not have an adverse effect on the integrity of any sites protected as a Natura 2000 site;
- Landscaping and planting is to be integral to the development of a site, providing an attractive setting and an appropriate relationship to the surrounding area;
- The level of air quality within an area must not be significantly affected by proposals. An air quality assessment may be required to demonstrate how any potential impact can be mitigated. Details of what should be included with an air quality assessment can be found on page 47 of the New Development SG;
- Proposals will protect and enhance biodiversity, and/or make a contribution to the green network or landscape character;
- Prior extraction of mineral resources is considered;
- That the character and integrity of listed buildings and sites within conservation areas are not significantly compromised with the enhancement of the characteristics, historic value and setting considered;
- Protection and improvement to Renfrewshire's water environment;
- Development should avoid the unnecessary disturbance of peat and carbon-rich soils. Where peat and other carbon rich soils are present, the Council will seek to protect these areas and will require the submission of information sufficient to assess the likely effects associated with any development work.





*Paisley Moss*

## Green Belt

Green belts are used to direct planned growth to suitable locations, safeguarding the openness of areas and retaining green spaces linking to green networks. Green belt designation is not in place to prevent development from happening, it is to maintain the identity of settlements with a clear definition of their physical boundaries as well as their landscape setting, preventing coalescence.

### Acceptable Forms of Development in the Green Belt

Development within the green belt is considered appropriate in principle where it is for the purposes of or is in support of the following uses:

- Agriculture, horticulture, forestry, woodlands or an established business;
- Recreational uses compatible with an agricultural or natural setting;
- Riding stables/boarding kennels;
- Essential infrastructure where it is demonstrated that a green belt location is required for walking, cycling, public transport or road networks, or for other communications infrastructure such as electricity or telecoms equipment;
- The development is a tourism development acceptable under Policy E4 of the Local Development Plan and complies with the Tourism criteria set out within this SG;
- The conversion and rehabilitation of redundant buildings to residential use;
- Extensions to existing residential units, where the original building will remain the dominant part of the overall development;
- The extension of existing industrial and business premises, the expansion of existing business and industry operations and the conversion of redundant buildings to small scale industrial and business use;
- Residential institutions (class 8), the conversion of existing redundant buildings to residential institutional use;
- Re-use/redevelopment of institutional premises;
- Mineral extraction;
- Disposal of waste;
- Cemeteries;
- Renewable energy developments.

### Green Belt Development Criteria

Developments should demonstrate that the proposal supports diversification, promoting sustainable economic growth as well as having no significant adverse impact on the character of the green belt.

#### All developments within the green belt require to be assessed against the following criteria:

- There should be no loss of prime quality agricultural land or land of lesser quality that is locally important in line with SPP;
- Traffic and access infrastructure can be sensitively accommodated;
- There will be no significant effects on public water supply and water courses from any pollution risk;
- The local landscape character will be maintained and enhanced;
- Appropriate proposals to protect and provide access to open space have been incorporated;
- Development layout, design and siting should respect and incorporate important landscape features such as traditional field enclosures, water courses and features, woodlands and skylines;
- It can be demonstrated that there is careful consideration of the design, scale and grouping of any buildings;
- Appropriate landscaping proposals have been incorporated;
- There are adequate services available for the development;
- There is no significant detrimental effect on identified nature conservation interests, including species and habitats.
- All buildings for conversion are to be structurally sound and capable of conversion without substantial rebuilding.



## Housing in the Green Belt

Proposals for development of residential use in the green belt may only be permitted where it can be demonstrated to the satisfaction of the Council that the development is justified against the majority of the following criteria:

- The development is required to maintain and support an established activity that is suitable in the green belt which is ancillary to the established use and is within the boundary of that activity;
- It is demonstrated that there is a need for the residential use to be located out with the settlement;
- Buildings which have special architectural, traditional or historic character which contribute to the setting of the area may be converted or re-used for residential where it can be demonstrated that it is no longer suitable for the purpose originally intended, with the original building forming the main part of the development;

- The proposal demonstrates outstanding quality of design, is of an appropriate scale within its setting and makes a positive contribution to the surrounding area;
- The proposal integrates with, complements and enhances the established character of the area and has no significant impact on the landscape character.

Replacement dwellings should respond to the specific character of the location, fit well with the surrounding landscape and achieve a high design standard and environmental quality. The replacement dwelling(s) should be of a similar scale, character and massing to other residential units in the surrounding area.

## Natural Heritage

Natural heritage makes an important contribution to the local character, identity and quality of an area. A good natural environment, water environment, landscape setting and a range of biodiversity compliment a place and these assets should be protected with opportunities for enhancement.

## Trees, Woodland and Forestry

Trees, woodlands and forestry make an important contribution to a sense of place, providing a quality local environment and opportunities for healthier lifestyles and are an important economic, social and environmental consideration.

The Council seeks to enhance trees, woodlands and forestry throughout its area by:

- Promoting the planting of broad leaved and native species;
- Protecting and promoting positive management of trees for their nature conservation interest;
- Promoting the development of community woodlands, particularly where they are close to urban areas and where links to the green network and wider green belt and neighbouring settlements may be facilitated;
- Encouraging the planting of appropriate trees as an integral part of new development.
- In line with the Scottish Government's control of woodland removal policy where woodland is removed in association with development, developers will generally be expected to provide compensatory planting.

## Biodiversity

Biodiversity is a key part in helping to achieve the transition to a low carbon economy as well as adapting to climate change. The Council would like to see an increase in the general level of biodiversity to support well-functioning ecosystems, as well as protection and enhancement of existing local habitats and wildlife.

To maximise the benefits for a diverse natural environment which contribute to sustainable economic growth, the following criteria will require to be considered:

- Development should not significantly affect existing species, habitats and ecosystems;
- Design and layout of sites encourages species dispersal through improving connectivity and habitat availability;
- Adverse effects on species and habitats should be avoided with mitigatory measures and implementation strategies provided or compensation provided by biodiversity offsetting;
- Proposals would not be acceptable where they would have a significant effect on protected species unless it can be justified in accordance with the relevant protected species legislation.

## International Designations

Development proposals should consider potential significant impacts on Natura 2000 sites. Developments that are likely to have a significant effect on a Natura site, either individually or in combination with other proposals or plans will only be permitted where an Appropriate Assessment demonstrates that:

- They will not adversely affect the integrity of the site;
- There is no alternative solution and there are imperative reasons of overriding public interest including social or economic implications;
- Compensatory measures are provided to ensure that the overall coherence of Natura network is protected.

## National Designations

Developments will require to safeguard the nature conservation value of Sites of Special Scientific Interest (SSSI) and will only be permitted where it will not significantly affect the integrity of the site or qualities for which it has been designated or that any adverse effects are clearly outweighed by social, economic or environmental benefits of national importance.

## Local Designations: Sites of Importance for Nature Conservation (SINCs)/Local Nature Reserves (LNR)

Developments will require to protect and where possible enhance SINCs and LNRs to ensure that their nature conservation interest is maintained, as well as promote links between sites which enable species dispersal.

Development proposals for sites covered by the SINC designation will be assessed against the following criteria:

- The social and economic benefits of the development proposal;
- Any significant impact on the nature conservation interest of the site being acceptable to the Council;
- The provision of satisfactory compensatory nature conservation benefits.

## Mineral Extraction

The Council will require all proposals for minerals extraction to provide detailed information regarding potential impacts of the development, proposals for control, mitigation, monitoring and restoration, so that a full assessment can be made, as set out in Scottish Planning Policy.

The Council will support proposals for the prior extraction of minerals from development sites subject to the same full assessment.

There is a presumption against all surface coal extraction outwith the areas of search identified in the Glasgow and the Clyde Valley Strategic Development Plan.

Any applications for surface coal extraction will be assessed against the criteria set out in Scottish Planning Policy.

## Built Heritage

### CONSERVATION AREAS

#### Development within Conservation Areas

Development within conservation areas will require to protect, preserve or enhance the visual amenity and historic/architectural character, including the setting, buildings and open space.

#### The following criteria must be considered for development within Conservation Areas:

- High standards of design must be employed which have regard to the architecture and character of the area, and ensure the maintenance and enhancement of local distinctiveness. Detailed consideration should be given to massing, height, fenestration and building materials used in developments;
- Proposals should have regard to their wider impact in terms of visibility from external locations and the preservation of landmarks and views from and through the development site;

- The redevelopment of gap sites will be encouraged and such development should enhance the character and distinctiveness of the conservation area;
- Trees deemed to contribute to the overall townscape should be retained and provision made for their future management.

Demolition of unlisted buildings within conservation areas will require conservation area consent.

#### Development adjacent to Conservation Areas

Proposals for development adjacent to a conservation area should not have a significant adverse affect on its architectural and historic character and wider setting.



*Lochwinnoch Conservation Area*



## Listed Buildings

Listed buildings and their settings require to be protected and enhanced. Sensitive restoration, re-use and maintenance of listed building is encouraged.

Development proposals relating to listed buildings and their settings will require to consider “Historic Scotland’s Managing Change” in the Historic Environment technical guidance notes and also meet the following criteria:

- Use of sympathetic and appropriate materials and finishes;
- Extensions/alterations should not significantly detract from the character of the building;
- The massing, scale and form of the development should be appropriate;
- Landscaping and boundary enclosures should enhance the setting of the listed building and planting should be reinforced or re established.

### Enabling Development

The Council may consider enabling development as a potential generator of funding to assist in the consolidation and/or rehabilitation of buildings

The Council must be satisfied that the enabling development does not materially harm the heritage values of the place or its setting also meets all of the following criteria:

- Development does not result in detrimental fragmentation of management of the place;
- It will secure the long term future of the place;
- It will meet the costs of resolving problems arising from the inherent needs of the place;
- Sufficient financial assistance is not available from any other source;
- It can be demonstrated that the amount of enabling development is the minimum necessary to secure the future of the place;
- The development does not significantly conflict with other planning policies on guidance.

### Demolition of Listed Buildings

There is a presumption against demolition or other works that adversely affect the special interest of a listed building or its setting. No listed building should be demolished unless it can be clearly demonstrated:

- That the building is not of special interest; or
- That the building is incapable of repair; or
- That the demolition of the building is essential to delivering the significant benefits to economic growth or the wider community; or
- That the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.

## Scheduled Ancient Monuments & Archaeological Sites

Scheduled Ancient Monuments and their settings require to be safeguarded, proposals for development which would adversely affect the site or setting of a Scheduled Ancient Monument will not be permitted.

### Unscheduled Sites of Archaeological Significance

The Council will seek to protect and enhance unscheduled sites of archaeological significance and their setting.

When considering development proposals affecting a location that is known to, or considered likely to contain an archaeological interest, the Council will require to be satisfied that:

- The overall benefit of the development will outweigh the benefits of preserving the archaeological resource;
- That there is no suitable alternative location for the development;
- The siting and design of the proposal will minimise the damage to the archaeological resource;

- Where approval is given and preservation cannot be achieved, adequate provision should be made by the developer for the excavation and recording of the site remains (prior to and during development);
- Where an archaeological interest becomes apparent during development, provision should be made by the developer for appropriate recording of the site remains.

Proposals for development which may have an adverse impact on sites of archaeological significance shall not be permitted. Where it is demonstrated that preservation cannot be achieved, excavation and recording of the site may be undertaken. Development will not be permitted to proceed until suitable excavation and recording has taken place.

### Gardens and Designed Landscapes

The Council will seek to protect and enhance the integrity of those sites included on the current Inventory of Gardens and Designed Landscapes.

## The Water Environment

The water environment has been progressively improving over the years and it is the Council's intention to help continue this trend with supporting developments that mitigate impacts on the water environment, as well as enhance biodiversity and recreational opportunities.

In order to help deliver the objectives set out in the River Basin Management Plan, developments require to make provision to improve the water environment, inclusive of groundwater.

The following criteria requires to be considered for all proposals:

- The development will not significantly compromise the water environment in terms of its ecological status and should seek to improve the water body status and not prevent it from being able to achieve good ecological status in the future;
- There will be no significant impact on water quality in adjacent watercourses or areas downstream;
- Natural hydrology should influence the site's overall design and layout, encouraging minimal engineering works;
- Design of development should integrate SUDS and/or provide innovative landscapes which have the ability to retain flood water as well as deal with water quantity, water quality and amenity;
- The development would lead to the creation, enhancement or better management of existing habitats and biodiversity within the water environment, leading to control of invasive non-native species and/or improvements to fish passage; and
- Protection and enhancement of watercourses, floodplains and wetlands which are important contributors to the water environment for alleviation of flood risk, wildlife, recreation and the amenity needs of the community.



## Noise

Applications for residential development under or in the vicinity of aircraft flight paths, where noise levels in excess of 57dB (year 2011 Actual Annual LAEQ contours) are experienced (see figure 2), will be refused due to the inability to create an appropriate level of residential amenity and to safeguard the future operation of Glasgow Airport.

These noise levels will be reviewed periodically, in line with the Local Development Plan and will take into consideration the most up to date published noise contours.

Figure 2: Airport Noise Contour map



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## Contaminated Land

The Council, in assessing an application for development, may require the applicant to provide the necessary information to establish whether contamination is present. This shall be in the form of a report from a professionally qualified source and may involve undertaking site investigations and risk assessments to identify any actual or possible significant risk to public health or safety, or to the environment that could arise from the proposals. Where appropriate, consideration should also be given to both radioactive and non-radioactive sources of contamination (further details on the form of reports found in Appendix 1).

Should the development be approved, conditions may require to be attached to the consent to ensure that the necessary remediation action will be undertaken to prevent unacceptable risks to human health or the environment before the development proceeds.

Further information on contaminated land and contaminated land assessments can be found in Scottish Planning Policy and also within Planning Advice Note 33 – Development and Contaminated Land, along with additional advice and guidance set out within the Council's Contaminated Land Guidance.

## Air Quality

Development proposals which have the potential to have a significant impact on air quality will not be acceptable unless measures to mitigate the impact of air pollutants are proposed and can be agreed with the Planning Authority. The Council will, in assessing an application for such developments, require the submission of an assessment of the likely impact of the development on air quality and any mitigation measures that are proposed.

Appendix 1 sets out what would require to be submitted as part of an air quality assessment.

## Pipelines and Controls of Major Accident Hazards

The Council will in determining planning applications for development within consultation distances for hazardous installations, take full account of the advice from the Health and Safety Executive and will seek to ensure that any risk to people's safety is not increased.



*The Gatehouse, Formakin Estate*



*Durrockstock*

# Appendix 1 - Additional Information for Assessment

Applications for development may also require the following additional information for assessment:

## Transport Assessment

A transport assessment should be carried out where a change of use or new development is likely to have significant transport implications. A transport assessment is undertaken to assess the potential impact from traffic and transport as a result of implementing a development. It can also identify measures which reduce the need to travel, promoting more sustainable patterns of development, reducing car use and encouraging walking, cycling and use of public transport. An early indication of the scale of any potential transport impact arising from a development will influence the level and type of assessment required.

A transport assessment should identify the main transport issues relating to the proposed development and should detail the following:

- Existing infrastructure and characteristics of the site and its surroundings;
- Baseline transport data;
- Travel characteristics including pedestrian and cyclist information;
- Existing public transport provision;

- Details of any proposed transport improvements or potential transport intervention projects;
- Details of the highway network surrounding the site;
- Description and details of proposed development;
- Proposed access arrangements for walking, cycling, public transport and vehicles;
- Person trip generation for the proposed development;
- How the location, layout and design of the development will influence the choice of travel mode;
- The proposed parking strategy;
- The transport implications of freight or service operations.

The above requirements are not exhaustive, the scope of the assessment should be discussed with the planning authority as early as possible in the process. More details can be found in The Scottish Government's "Transport Assessment and Implementation: A Guide".



## Drainage Assessment

Drainage assessment should provide an assessment of the drainage issues relevant to development proposals with the identification of a satisfactory provision of sustainable drainage infrastructure where practical.

An assessment should include the following information:

- An examination of current and historical drainage patterns;
- A detailed plan of the development proposal;
- Information on how drainage design provides waste and sustainable surface water drainage;
- Details of how Sustainable Urban Drainage Systems (SUDS) will be incorporated into the development, where possible integrating drainage within landscape, green networks and open space;

- Pre and post development calculations to indicate surface water drainage requirements, including storage;
- Demonstration that the level of treatment and the available treatment for SUDS is adequate;
- Soil classification for the site;
- Subsoil porosity test including the location of suitable drainage and/or infiltration devices;
- Assessment of flood risk, if required;
- Maintenance arrangements.

Further advice and guidance is contained within the Council's Drainage and Flood Assessment Advice Note.

## Flood Risk Assessments

Development proposals will be allowed in fluvial and tidal flood risk areas subject to sustainable flood risk management measures being incorporated into the development, with an assessment setting out the following:

- Identifying and quantifying the source of flooding;
- Assess the level of risk of flooding arising from and to the proposed development;
- Demonstrate that the proposed development is compatible with the risk of flooding;
- Provide a description of measures to protect against or manage flood risk ensuring any loss of flood storage capacity is mitigated to achieve a neutral or better outcome;

- Indicate how surface water discharge is to be managed in terms of flood risk;
- Include acceptable measures to mitigate against the potential effects of flooding on and off the site arising from the proposal;
- Demonstrate that the proposal will not have an adverse impact on a flood prevention scheme;
- Specify and assess maintenance implications.

Further advice and guidance is contained within the Council's Drainage and Flood Assessment Advice Note.

## Design and Access Statements

Design should be considered as an integral part of development proposals. Developments should be designed in relation to the specifications and requirements of the site as well as the character and amenity of the surrounding area. All development should be inclusive and be able to be used and accessed by everyone.

Certain applications for planning permission require to be accompanied by a statement explaining:

- the design principles and concepts that have been applied; and
- How issues relating to access to the development have been dealt with.

Scottish Government's Planning Advice Note 68 explains what a design statement is, when it is required and how design statements should be prepared and presented.

## Environmental Impact Assessment

This is an assessment of the likely significant environmental effects arising from a development. An Environmental Impact Assessment (EIA) sets out mechanisms for reducing, avoiding or offsetting any potential adverse impacts.

The majority of planning applications do not require an EIA and for those developments that do, the overall planning application process remains largely unchanged.

Some types of development automatically require an EIA, development falling within a description in Schedule 1 as outlined in the Environmental Impact Assessment (Scotland) Regulations 2011. These tend to be larger developments which are likely to have significant environmental effects. Developments of a type that are listed in Schedule 2 of the 2011 EA Regulations will require an EIA if it is likely to have a significant effect on the environment, by virtue of factors such as its size, nature or location. Further detailed guidance is provided in Planning Circular 3/2011: The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011.

## Site Investigations

The responsibility for the safe development of a site rests with the developer. Site investigations may be required to identify potential contamination, noise and/or air quality issues.

To ensure that the land and site is suitable for the intended use or development, an assessment should set out the following information:

- Identification of the source(s) of any potential impact;
- Details of the likely requirements for remediation or mechanisms for reducing, avoiding or offsetting any potential adverse impacts;
- Details of monitoring and evaluation of remedial measures.

Further advice and guidance is contained within the Council's Contaminated Land Guidance.

## Noise Assessments

The structure and content of a noise assessment report should include the following:

- A description of the site and proposal;
- Set out the agreed criteria for assessment;
- Details of noise measure surveys undertaken, data summary and additional calculations;
- Details of the techniques and equipment used in measurement;
- Details of the noise source and receptors;
- An impact assessment;
- Noise mitigation measures, implementation and monitoring.

## Air Quality Assessments

An Air Quality Assessment should consider the following:

- Existing air quality in the study area (base year);
- Predict the future air quality without the proposed development in place (future base year);
- Future air quality with the development in place; and
- Measures required to mitigate the potential impact on air quality.

There is a wide range of assessment methods available for air quality assessment. The Local Air Quality Management Technical Guidance (TG09) and the Environmental Protection UK Development Control: Planning and Air Quality (2010 Update) should be considered when determining the assessment methodology. The proposed assessment methodology and datasets should be agreed with the Council's Community Resources Service prior to the commencement of the assessment.

Consideration of the Renfrewshire Council's Air Quality Action Plan 2 and the Air Quality Management Areas within Renfrewshire should be taken into account when undertaking an Assessment.



*Bishopton*

If you would like information in another language or format please ask us.

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

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ਜੇ ਇਹ ਜਾਣਕਾਰੀ ਤੁਹਾਨੂੰ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ ਚਾਹੀਦੀ, ਤਾਂ ਇਹ ਸਾਥੇ ਮੰਗ ਲਓ।

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać.

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Renfrewshire  
Council