

# RENFREWSHIRE COUNCIL

## SUMMARY OF APPLICATIONS TO BE CONSIDERED BY THE PLANNING & PROPERTY POLICY BOARD ON 15/03/2016

APPN. NO: WARD:	APPLICANT:	LOCATION:	PROPOSAL:	Page
13/0049/PP  <b>Ward1: Renfrew North</b>	Intu Shopping Centres Plc (Formerly Capital Shopping Centres Plc)	Kings Inch Drive / King's Inch Road ( Braehead), Renfrew	Erection of mixed use development comprising Class 1 (retail use), Class 2 (financial, professional and other services), Class 3 (food & drink use), Class 7 (hotel use), Class 11 (assembly & leisure), including an events arena and other ancillary uses; construction of transport interchanges and route for Fastlink bus service, car parking, roads & accesses, footpaths and covered walkways, public realm works (including provision of open space & civic square), together with landscaping, all associated works and necessary infrastructure ; and demolition of some buildings.	A1
<b>RECOMMENDATION:</b>		Disposed to grant		

Total Number of Applications to be considered = 1



RENFREWSHIRE COUNCIL

Application No: 13/0049/PP

DEVELOPMENT AND HOUSING SERVICES  
RECOMMENDATION ON PLANNING APPLICATION

Regd: 23/01/2013

**Applicant****Agent**

Intu Shopping Centres Plc (Formerly  
Capital Shopping Centres Plc)  
40 Broadway  
London  
SW1H 0BT

Nathaniel Lichfield and Partners  
101 George Street  
Edinburgh  
EH2 3ES

**Nature of proposals:**

Erection of mixed use development comprising Class 1 (retail use), Class 2 (financial, professional and other services), Class 3 (food & drink use), Class 7 (hotel use), Class 11 (assembly & leisure), including an events arena and other ancillary uses; construction of transport interchanges and route for Fastlink bus service, car parking, roads & accesses, footpaths and covered walkways, public realm works (including provision of open space & civic square), together with landscaping, all associated works and necessary infrastructure ; and demolition of some buildings.

**Site:**

King's Inch Drive / King's Inch Road (Braehead), Renfrew

**Application for:**

Planning Permission in Principle

**Introduction**

Members are asked to consider the attached report relating to one of the most significant development proposals submitted within Renfrewshire in recent years. Intu Shopping Centres PLC (formerly Capital Shopping Centres PLC) seeks planning permission in principle for a £200m investment at Braehead.

Members will note that this application for Planning Permission in Principle was previously determined by this Board on the 11 November 2014. Members voted to approve the application. The application was required to be referred to the Scottish Ministers, due to objections from neighbouring authorities. The Scottish Ministers considered that there were no apparent issues of national interest that merited intervention and did not call-in the application. The Council then issued the decision which granted consent for the development subject to conditions.

Following the granting of the planning application, a petition for Judicial Review of the Council's decision to grant planning permission in principle for the development at Braehead was lodged in the Court of Session.

Simultaneously to the determination of the planning application for the development at Braehead, Members will recall, that at the Board on the 11 November 2014, the Board agreed to defend the validity of the Adopted Renfrewshire Local Development Plan that was under challenge in relation to the designation of Braehead as a Town Centre and also in relation to the needs of Gypsy/Travellers.

Statutory appeals had been submitted to the Court of Session against the adoption of the Renfrewshire Local Development Plan. The appeal challenging the Council's decision to designate Braehead as a Town Centre was heard in June 2015 and the appeal was allowed. As a result of the Courts decision, the town centre status of Braehead was removed with any reference to Braehead as a Town Centre deleted from the Local Development Plan. (Please see Appendix 1 which provides an illustration to the Board as to the effect of the Court's ruling on the adopted Local Development Plan.)

The petition for Judicial Review in respect of the authority's decision to grant planning permission in consent of application with reference 13/0049/PP was timetabled to be heard in the Court of Session on 7, 8 and 9 July 2015. However, after taking advice of Senior Counsel following the decision by the Court which quashed Braehead's Town Centre status in the LDP, it was considered inadvisable to proceed to defend the petition for Judicial Review.

The Council therefore conceded the petition for Judicial Review. The result of which is that the approved planning consent is reduced, it no longer stands. It is as though the Board did not reach a decision on the planning application.

The planning application is 'revived' and for the avoidance of doubt requires to be determined afresh in light of the change in status of Braehead within the Local Development Plan and any other material considerations which have changed since the Board's previous decision. The previous report of handling put before the Board for consideration on the 11 November 2014 requires to be disregarded. This Board report provides a fresh assessment, undertaken in light of the current position, including the additional and updated supporting information, along with the subsequent consultations and representations that have been submitted.

### **Revived Planning Application**

The proposed development remains the same as that which was previously considered by the Board.

To take cognisance of the change in status of Braehead in the Local Development Plan and to recognise the passage of time since the application was submitted in January 2013, the applicants have submitted further information in the form of an updated Planning Statement and a Retail Capacity and Impact Assessment in October 2015 with an updated Socio-Economic Impact Report in January 2016. In addition, in October 2015 the applicants also submitted a Sequential Site Assessment to accompany the planning application.

Additional environmental information was submitted in October 2015, with addendums to the Environmental Statement and Transport Assessment.

Members are asked to consider this application afresh in light of the change in circumstances and the updated as well as the additional supporting documents.

### **Strategic Role of Braehead**

Over the last 15 years Braehead has been a key economic driver. It has supported and assisted in the wider regeneration of the Clyde Waterfront and in particular Renfrew Riverside.

Braehead provides a strategic role within the Glasgow and Clyde Valley area. The Renfrew Riverside area, centred on Braehead, displays great achievements in terms of the sheer scale of urban renewal and environmental transformation. It has seen the development of over 1000 houses, the creation of high quality business space and it has become a retail and visitor destination. Other successes include the delivery of a police station, health centre, leisure and recreation facilities along with good accessibility and connectivity to surrounding areas.

The proposed development at Braehead seeks to consolidate its position as a focus for growth, anchor further investment and build upon the successful economic and regeneration benefits by diversifying its offer, enhancing the range of retail, commercial and leisure uses as well as strengthening the quality of place. This enhancement seeks to support Braehead's strategic role. It will maintain its role in regenerating the surrounding area and will continue to act as a catalyst for further investment in the area. The applicant's submission states some 3000 jobs (over 2500 Full Time Equivalent) will be created directly and indirectly as a result of this development, with over 2000 direct temporary construction work jobs being available. This in turn will support the development of employment opportunities across the wider Glasgow and Clyde Valley area.

Securing continued investment at Braehead will also support the implementation of Renfrewshire's City Deal projects. Members will be aware that the Council is a key partner of the Glasgow and Clyde Valley City Deal which identifies a number of infrastructure projects throughout the Clyde Valley region. In particular the Clyde Waterfront and Renfrew Riverside Project, with the construction of a new bridge across the Clyde along with the North Renfrew Development Road, just west of Braehead, presents a clear opportunity to leverage further investment and growth into the area.

Braehead is defined as a Strategic Centre within the Adopted Renfrewshire Local Development Plan (2014). A fundamental aim of the Local Development Plan is to promote sustainable economic growth. This application represents substantial investment to support the enhancement and diversification of Braehead as a catalyst for sustainable economic growth, securing its role within Renfrewshire as well as the wider area. This aim of the Local Development Plan, is therefore, strongly supported by the proposals.

### **The Development Plan**

The current Development Plan is the Glasgow and the Clyde Valley Strategic Development Plan (2012) and the Renfrewshire Local Development Plan (2014). Both of these plans will remain as the statutory planning frameworks until they are replaced.

Currently the Strategic Development Plan is in the process of being replaced. The Proposed Strategic Development Plan was approved by the Clydeplan Authority Joint Committee in December 2015 and represents the Authority's settled view. The Proposed Strategic Development Plan (SDP) was recently out for public consultation and may be subject to modification as a result of representations or changes, additions and/or deletions made during the Examination of the Plan. The Proposed SDP is a material consideration that requires to be taken into consideration in determining this planning application.

### **Adopted Strategic Development Plan (2012)**

The Glasgow and the Clyde Valley Strategic Development Plan (GCVSDP) identifies a network of 23 Strategic Centres which includes Braehead. Glasgow City Centre is at the apex of the network given its strategic economic significance and diverse range of core functions, setting it apart from all other centres. The GCVSDP states that the wider network of strategic centres beyond the City Centre equally needs to be protected and enhanced, with a channelling of investment to secure their respective roles, improve their quality of offer, diversity, public realm and environment, and their continuing sustainable accessibility. It is considered that the current planning application would assist in securing and enhancing Braehead's role as a strategic centre.

The GCVSDP indicates that the process of evolution and change will continue as the balance of the role and function changes between centres. The proposed development at Braehead allows the Strategic Centre to evolve and manage change. It aims to balance the role and functions of the Strategic Centre by diversifying and incorporating a range of functions to address the challenges outlined in Schedule 12 to the GCVSDP.

Schedule 12 – Network of Strategic Centres, lists the network of strategic centres, their challenges and the range of interventions that will be required to support their long-term roles and functions. Strategic Development Plans are to set clear parameters for local authorities in their local development plan. The GCVSDP sets out that there is a need to take forward the interventions as outlined in Schedule 12.

Strategic Support Measure 11 – Network of Strategic Centres, states that Local Development Plans should be the primary vehicle for taking forward the management and development of the Network of Strategic Centres.

The Renfrewshire Local Development Plan at Figure 11 – Renfrewshire Network of Centres Role & Function sets out Braehead's role and function as well as the challenges and opportunities in line with Schedule 12 of the GCVSDP. Figure 12 in the Renfrewshire Local Development Plan establishes a

framework for a masterplan for Braehead, which is in line with Strategic Support Measure 11 and responds to the 'Future Actions' in Schedule 12 of the GCVSDP. The application comprises a masterplan which seeks to meet the aspirations of both the GCVSDP and the Renfrewshire Local Development Plan which includes a mix of uses that are considered to deliver the spatial vision of the Development Plan by ensuring investment, regeneration and renewal in this area. The application includes development parameters and proposals that accord with the masterplan provided at Figure 12 of the Renfrewshire Local Development Plan.

It is recognised that the long-term health and well-being of Glasgow City Centre as well as its fundamental role require to be safeguarded along with the protection of the other strategic centres in the Network of Centres. It is considered that the Retail Capacity and Impact Assessment, which has been submitted takes a reasonable and rational approach and demonstrates that the proposed development will not result in an unacceptable impact upon the City Centre or other centres in Braehead's shopping catchment.

The proposal is therefore considered to accord with the GCVSDP.

### **Clydeplan's - Strategic Development Plan Proposed Plan (2016)**

The Proposed SDP is a material consideration as it is the settled view of the Clydeplan Authority.

The Proposed SDP maintains the network of 23 Strategic Centres which includes Braehead. Reflecting the judgement of the Court of Session that references to Braehead as a Town Centre are held to be deleted from the Adopted Renfrewshire Local Development Plan, Schedule 2 – Network of Strategic Centres identifies Braehead as a Strategic Centre with Commercial Centre status.

Schedule 2 lists challenges and future actions. It is considered that the proposed development set out in the application will secure continued investment through a capital investment of some £200m. This investment will enhance the retail, commercial and leisure offer, however more importantly it will also enhance the quality of place with attractive public realm, new civic space, additional active travel, green networks and public transport facilities, further developing town centre character. The masterplan and the appropriate phasing of the proposed development, secured through the use of conditions, will ensure co-ordination of this action.

It is considered that the proposed development is also in line with Policy 4 – Network of Strategic Centres, in that it will support a range of economic and social activities within Braehead. The elements proposed in the application will protect and enhance the development of the network of strategic centres. As stated above, the proposal is in line with the role and function, challenges and future actions as set out in Schedule 2. As confirmed by the applicant's Retail Capacity and Impact Assessment, the proposals will not significantly impact on Glasgow City Centre nor conflict with the aims of the Joint Strategic Commitment – Glasgow City Centre. The applicant has also undertaken a Sequential Site Assessment which concludes that there are no sequentially preferable sites that are suitable and available to accommodate the development proposed, allowing for flexibility.

### **Renfrewshire Local Development Plan (2014)**

Following the decision of the Court of Session, the Adopted Renfrewshire Local Development Plan (RLDP) continues to identify Braehead as a Strategic Centre though no longer as a Town Centre. The RLDP identifies a hierarchical network of centres where Paisley Town Centre sits alongside Braehead Centre at the top of the network.

The role and function along with the challenges and opportunities remain the same as they did prior to the Court judgement. The application will support the role and function as identified in the RLDP, by enhancing the retail, leisure, commercial and leisure uses. The proposal will also support the challenges identified by enhancing placemaking as well as adding to the range of uses assisting in developing town centre character. The application also includes proposals to enhance active travel and green networks as well as developing a transport hub which accords with the RLDP, continuing to stimulate and support the wider Clyde Waterfront regeneration. The application is therefore considered



to be compliant with Policy C1 – Renfrewshire Network of Centres, reflecting Figures 11 and 12 of the RLDP.

A key consideration in the assessment of the application is the impact of the proposal on Paisley Town Centre. Paisley Town Centre provides a significant cultural and heritage function which the Council is promoting through the Paisley Town Centre Heritage Asset Strategy and other initiatives. In this regard, Braehead is not seen as being in direct competition with Paisley with the two centres offering differing, but complementary, functions which adds to the overall strength of Renfrewshire's network of centres.

In respect of the remaining centres within Renfrewshire's network, the RLDP details the role and function of each of its centres and the operation of the network. Centre Strategies and Action Plans are being developed to take forward the development and management of these centres. In any case, the proposed development will not have a significant impact on these centres.

The proposed development will add to the overall strength of Renfrewshire's network of centres and will not undermine the role of Paisley Town Centre or any other centre within the network.

### **Other material considerations**

NPF3 is a long term strategic national vision for Scotland which identifies the spatial development priorities of the Scottish Government. It sets the context for development planning and provides a framework for the spatial development of Scotland as a whole. In aiming to deliver Scottish Government's priorities of creating a more successful country, with opportunities for all to flourish, it encourages increasing sustainable economic growth, economic activity and investment whilst protecting natural and cultural assets.

Scottish Planning Policy (SPP) sets out national planning policies for the development and use of land. SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances.

A number of technical reports have been provided to support the application.

A Sequential Site Assessment (October 2015) has been submitted as further information to support the planning application and it is considered that it has been satisfactorily demonstrated that there are no sequentially preferable sites, which are suitable to accommodate the development currently proposed at Braehead.

The updated Planning Statement (October 2015) and a Retail Capacity and Impact Assessment (October 2015) submitted in support of the application confirm that there will be no unacceptable detrimental impact to the role and function of the other Strategic Centres in Braehead's shopping catchment.

The updated Socio-Economic Impact Report (January 2016) outlines that the proposed development represent a significant new capital investment in the area which will raise the overall level of economic activity and expenditure in the area, helping to achieve the socio-economic policy objectives of economic prosperity and increasing access to job opportunities.

The technical reports demonstrate that all necessary requirements have been satisfactorily met or can be met through the approval of matters specified as conditions.

While representations have been made to the application from other commercial operators and individuals as well as West Dunbartonshire Council and Inverclyde Council, on balance it is considered that there are no issues which have been raised which would justify an unfavourable recommendation.

## **Conclusions and Recommendations.**

The proposed development will provide significant economic benefits, through investment and job creation, while enhancing the physical environment of Braehead and the continued regeneration of the Clyde Waterfront. Significant weight is attached to the wider economic and regeneration benefits which are regarded as material considerations in the assessment of this proposal.

The proposal is considered to be supportive in achieving the aims of both the Strategic and Local Development Plan. The proposal is considered to comply with the provisions of the Development Plan, and is supported by other material considerations and is therefore recommended for approval, subject to conditions.

## **Description**

Planning permission "in principle" is sought for a mixed use development at Braehead, Renfrew. The proposal incorporates a masterplan approach which seeks to establish the development framework to support the continued regeneration of Braehead through major development, investment and improved connectivity to surrounding communities.

The application comprises the following elements:-

- Extension to the western end of the centre comprising 41,000sqm net additional Class 1 (retail) floor space
- Extension to the western and central area of the shopping centre comprising 3,100sqm of Class 2 or Class 3 units
- Erection of a 200 bed hotel
- Erection of an 8000 capacity arena
- Formation of a transport interchange comprising the relocation and upgrading of the bus station
- The extension and erection of multi storey car parks
- Formation of a civic square
- Formation of a designated route and infrastructure for the Fastlink bus service
- Associated amenity space, hard and soft landscaping, public realm enhancements and improved pedestrian/cycle/highway connections.

The site extends to some 40ha and includes shops, food courts, bars, curling rink, cinema and snow dome and various leisure and retail uses as well as the riverside walkways, parking facilities and bus station. The application site also includes part of the surface car parking for the adjacent retail park to facilitate junction and road widening improvements. The development area also includes Kings Inch Road and Kings Inch Drive to the south of the centre.

To the north, the site is bound by the River Clyde. Braehead Retail Park and a supermarket occupy land to the east of the site while to the west is a 4 storey hotel with offices beyond. Large scale residential developments (Ferry Village) lie to the west and south west of the site beyond the hotel and offices. On the south side of Kings Inch Drive, opposite the application site, lies IKEA and Diageo.

The application is for planning permission 'in principle' at this stage and comprises of a location plan, site plan and parameter plans (which provide the location of the proposed building plots and the maximum heights of the proposed buildings/structures). An indicative masterplan supports and informs the application as does a series of technical studies.

## **History**

87/260/RF & 87/0977/GG (original outline applications) – Erection of retail mall, retail warehousing, leisure, heritage, warehousing, workshop, hotel, and business park – Approved on Appeal 12 June 1990.



Ref.13/0049/PP

93/0570/PP - Erection of development comprising (A) shopping, retail warehousing, distribution, leisure, managed workshops, hi-tech park, riverside park, and (B) hotel. Approved 23rd December 1994.

96/0581/PP – Erection of mixed use development comprising shopping, leisure, high tech park, riverside park and associated parking and landscaping – Approved 7 March 1997.

00/988/PP - Mixed use development comprising hotel and leisure uses (including indoor snow slope, cinema, health club, nightclub and family entertainment centre) with ancillary retail, restaurant and bar facilities, business development, residential development and associated works including the raising of ground levels and landscape and highway infrastructure. Outline planning permission granted subject to conditions – Approved 24 September 2003.

12/0586/NO – Proposal of Application Notice for the current proposal – Accepted 31 August 2012

12/0598/EO – Screening Opinion for the current proposal – Environmental Impact Assessment required – Opinion given on the 31 August 2012

12/0700/SC – Scoping Opinion of the current proposal – Opinion given on the 7 November 2012.

### **Policy & Material Considerations**

#### Glasgow and Clyde Valley Strategic Development Plan May 2012

Spatial Development Strategy – Clyde Waterfront

Strategy Support Measure 11 – Network of Strategic Centres

Strategy Support Measure 15 – Meeting Risk – Delivering the spatial development priorities

Diagram 3 – Spatial Development Strategy and indicative compatible development

Diagram 4 – Sustainable Location Assessment

Schedule 12 – Network of Strategic Centres – Roles and functions, managing change.

Schedule 14 – Spatial Development Priorities

Background Report 14

Scales of Development Likely to Be Significant – Non Statutory Guidance

#### Renfrewshire Local Development Plan 2014

Spatial Strategy

Policy C1: Network of Centres

Policy I1: Connecting Places

Policy I3: Potential Transport Improvements

Policy I4: Fastlink

Policy I5: Flooding and Drainage

Policy P7: Green Network

Policy ENV5: Air Quality

#### New Development Supplementary Guidance

Centre Development Criteria

Strategic Town Centres and Core Town Centres

Hot Food, Public Houses, Licensed Clubs

Infrastructure Development Criteria

Connecting Places

Fastlink

Flooding and Drainage

Green Network

Air Quality

Contaminated Land

Noise

Tourism

## **Material considerations**

### **National Planning Framework 3**

### **Scottish Planning Policy**

Sustainability  
Placemaking  
Promoting Town Centres

### **Clydeplan's – Strategic Development Plan Proposed Plan 2016**

Spatial Development Strategy  
Policy 1 – Placemaking  
Joint Strategic Commitment – Glasgow City Centre  
Policy 4 – Network of Strategic Centres  
Schedule 2 – Network of Strategic Centres  
Diagram 11 – Assessment of Development Proposals  
Background Report 5

### **Other:-**

Court of Session judgement on the adoption of the Renfrewshire Local Development Plan 2014.

## **Publicity**

The application was subject to press advertisements in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 and the Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The application was initially advertised in the Paisley and Renfrewshire Gazette on the 30 January 2013 and in the Edinburgh Gazette on the 1 February 2013 in line with the 2011 Regulations and the 2013 Regulations.

Following the decision of the Court of Session and the submission of updated, further and additional information received on the 14 October 2015, the application was re-advertised in the Paisley and Renfrewshire Gazette on the 18 November 2015 and the Edinburgh Gazette on the 13 November 2015. Neighbours and objectors were re-notified of the application on the 9 November 2015 in line with the 2011 Regulations and the 2013 Regulations.

On the 13 January 2016 the applicant confirmed the change of name of the applicant from Capital Shopping Centres Plc to Intu Shopping Centres Plc. For completeness, the applicant requested the additional environmental information submitted in October 2015 to be re-advertised under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011. The application was re-advertised in the Paisley and Renfrewshire Gazette on the 27 January 2016 and the Edinburgh Gazette on the 29 January 2016 to clarify the name change.

Following the submission of an updated Socio-Economic Impact Assessment on the 14 January 2016, the application was re-advertised in the Paisley and Renfrewshire Gazette on the 27 January 2016 in line the 2013 Regulations. Neighbours and objectors were re-notified of the application on the 28 January 2016.

## **Objections/Representations**

The initial planning application attracted 12 letters of representation from parties ranging from individuals, neighbouring councils and other retail centre owners/operators. The substance of these representations are summarised as follows:-

- The proposal is contrary to Scottish Planning Policy on retailing;
- The proposal is contrary to the Glasgow and the Clyde Valley Strategic Development Plan;
- Contrary to the Local Development Plan;
- Braehead is a commercial centre and not a town centre;
- No sequential test carried out;
- Application should not be determined until the local plan is adopted;
- The proposal does not contain a diverse range of uses;
- The methodology, assumptions and conclusions of the applicant's Retail Impact Assessment are questioned and not accepted;
- The proposal will adversely affect Paisley Town Centre and other centres within Renfrewshire.
- The scale of the proposal will impact upon Glasgow City Centre;
- The proposal will affect traditional town centres;
- There is no requirement to increase the retail provision to support the regeneration of the centre;
- The proposal will result in an increase in traffic generation and lead to an adverse affect on air quality;
- Braehead already suffers from traffic congestion. Expansion may compound health and safety risks associated with emergency services attending the airport in the event of a major incident.

Following the re-advertisement and re-notification of the revived planning application with updated, further and additional supporting information, 11 letters of representation from parties ranging from individuals to neighbouring councils and other retail centre owners/operators were received. A holding response was received from Glasgow City Council. The substance of these representations that were in addition to representations set out above are summarised as follows:-

- The approach and methodology of the Sequential Site Assessment is not fit for purpose;
- The 'amended' Renfrewshire Local Development Plan is contrary to Scottish Planning Policy Town Centre First principle;
- Renfrew has suffered significantly due to Braehead;
- The Renfrewshire Local Development Plan is contrary to the Glasgow and the Clyde Valley Strategic Development Plan;
- The applicant has failed to have proper regard to the changes since the application was previously determined;
- Errors and emissions in the EIA regulations, procedures and policies;
- Braehead no longer has support from the development plan;
- The proposed additional floorspace at Braehead will have an adverse impact on the Network of Strategic Centres;

Following the second re-advertisement and re-notification of the revived planning application as a result of further information being submitted with the updated Socio-Economic Impact Report, 5 letters of representation were received from Glasgow City Council, East Renfrewshire Council, a retail centre owner/operator and a neighbouring commercial operator. The substance of these representations that were in addition to representations set out above are summarised as follows:-

- Deletion of Town Centre status at Braehead in the Renfrewshire Local Development Plan fundamentally removes the support upon which the applicant and the Council had relied in justifying the proposed development at Braehead;
- The economic impact from the Braehead development will benefit Renfrewshire as well as the wider labour market and it will continue its function as a catalyst for economic regeneration;
- The operational impact of neighbouring premises requires to be considered in particular the level of activity and traffic;
- The lack of up to date information;
- The application has been formulated on the erroneous understanding of policy;
- The scale of development could not be reasonably justified under an objective assessment of development plan policy;
- The proposal cuts directly against the SPP approach of town centre first;

- The Proposed SDP should be afforded very limited weight in the decision making process;
- The updated Socio-Economic Impact Report make no reference to Scottish Planning Policy, it is not transparent, it is difficult to assess the validity of its assumptions it is therefore considered that there are overstated optimistic economic impacts;
- There are technical concerns regarding the bespoke and unevidenced assessment or assumptions in the Socio-Economic Impact Report which includes the treatment of displacement;
- The application is fundamentally about retail floorspace, not about meeting the aspirations of the development plan.

### **Consultations**

**Transport Scotland (Environmental Impact Assessment)** – No objection and commented that the level of traffic does not trigger the need for further assessment in relation to environmental impacts such as noise or air quality associated with the trunk road network or associated receptors. It was noted that consideration has been given to the construction phase of the activity and that no significant impacts are identified.

No objections following further re-consultations.

**Transport Scotland (Planning Application)** – No objections subject to a condition requiring the provision of a Travel Plan to encourage more sustainable travel.

No objections following further re-consultations.

**Scottish Natural Heritage** - No objections to the Environmental Impact Assessment or the proposed development. That Green Network principles have been considered within the wider masterplan development was welcomed and it was suggested that consideration is given to detailing specific green network improvements beyond conceptualisations and into actual design proposals. Consideration should be given to the implementation of a construction environmental management plan (CEMP) before work commences to prevent any adverse impact to the Clyde riverbank.

No objections following further re-consultations.

**Historic Scotland** - No objections.

No objections following further re-consultations.

**Glasgow Airport Safeguarding** - No objections subject to conditions concerning bird hazard management, landscaping, height restrictions of buildings and renewable energy schemes.

**SEPA** - No objections subject to the preparation of a Construction Environment Management Plan.

No objections following further re-consultations.

**Scottish Water** - No objections.

No objections following further re-consultations.

**Head of Roads (Design)** - No Flood Risk Assessment (FRA) required. The submitted Drainage Impact Assessment (DIA) is acceptable. The submitted DIA should form the basis for a detailed assessment to be provided at the approval of matters specified in conditions stage.

No objections following further re-consultations.

**Head of Roads (Traffic)** – No objection. It is recognised that this scale of development cannot be accommodated without some delays on the local road network but accepts that the assessment has

factored in committed development which has yet to be completed (Ferry Village). The actual increase in traffic as a result of the proposed development relates to an additional 11% on the network which can be suitably mitigated. Further clarification and details are required for the operation of the junction improvements and pedestrian/vehicle movements between the main centre and the civic square. In general, the mitigation measures have been accepted. The proposed Fastlink route requires further detailed consideration through the approval of matters specified in conditions stage.

No objections following further re-consultations.

**SPT** – Do not object but are concerned that the route proposed for Fastlink may not be the optimum route. Request that the route is not approved until further details are submitted and options considered. Also request that the existing bus station remains operational until such time as the proposed transport interchange is completed. Suggest that further details are required of the transport interchange and an electronic bus information service should be promoted. Suggest that consideration is given to a planning obligation to secure developer contributions to the provision of Fastlink along the route. Overall they welcome the inclusion of Fastlink within the proposed scheme.

In relation to the re-advertisement and re-notification of the revived planning application with updated and additional supporting information, SPT consider that the comments to the previous application remain relevant.

**Director of Community Resources (Environmental Improvement)** - No objections - Based on the results of the Transport Impact Assessment and Air Quality Assessment, the increase in traffic volume and the resultant change in pollutant concentrations will have no significant impact on the environment. The Site Investigation will require to be updated to take account of current standards and an appropriate condition can be attached which will address this issue.

No objections following further re-consultations.

**Glasgow City Council** - Following to the re-advertisement and re-notification of the revived planning application with further and additional information, Glasgow City Council have indicated that they have no objections.

**West Dunbartonshire Council** – Objections are similar to those already articulated above. In particular the Council consider that the proposals are not supported by the GCVSDP; they will undermine town centres in West Dunbartonshire, Glasgow City Centre as well as other centres in the Network of Strategic Centres and the retail assessment assumptions are not accepted.

In relation to the re-advertisement and re-notification of the revived planning application with further and additional information, West Dunbartonshire Council retain their objection on the grounds which are outlined in the section on 'Objections/Representations'. In particular, the proposed additional floorspace at Braehead will have an adverse impact on several centres within the Network of Strategic Centres including Clydebank and Dumbarton.

**Inverclyde Council** – Objects to the planning application on the grounds similar to those already outlined in the section on 'Objections/Representations'. In particular in relation to Inverclyde, the proposal has the potential to severely limit future growth of Greenock/Inverclyde or at the very least will slow growth down to an unacceptable level.

**East Renfrewshire Council** – The Council observe that there are generally limited effects from the proposals. It is noted that the proposed development will raise the level of economic activity of Renfrewshire as well as a wider area in the Clydeplan conurbation. It is acknowledged that the expansion of Braehead's role will enable it to continue as catalyst for economic regeneration.

**Summary of Main issues of:****Environmental Statement (2013)**

The Planning Authority determined, in accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, that the proposal comprised development which fell within Schedule 2 of the regulations and raised the potential for significant environmental impacts which required to be the subject of an Environmental Impact Assessment.

The topic areas considered during the scoping exercise undertaken to identify the environmental issues which required Environmental Impact Assessment (EIA) included transport, air quality, visual and townscape analysis, ground conditions, socio economics, environmental noise, ecology, flooding and water resources and archaeological and cultural heritage.

In consultation with the statutory consultees, the Planning Authority issued its formal scoping opinion on the 7 November 2012. This set out the matters that required to be addressed in an Environmental Statement, focusing on those matters with potentially significant environmental effects that required further assessment under the EIA regulations. The scoping opinion also identified those matters which have been scoped out of the Environmental Assessment.

The topic areas fully assessed in the Environmental Statement were transport, air quality and cumulative and residual impacts.

The following provides as summary of the Environmental Statement:

**Traffic and Transport** – The assessment of potential environmental impacts concludes that the effect will not be significant. Nevertheless, mitigation measures are included to reduce any potential impact through infrastructure improvements, the provision of the Fastlink facility and through improvements to pedestrian and cycle ways.

**Air Quality** - The assessment concludes that there will be a negligible impact on air quality levels at the locations considered as a result of the proposed development.

**Drainage Assessment** – No significant environmental impacts were identified.

**Ground Investigation** – Potential pollutant linkages were identified with the conclusion reached that further intrusive investigations are required and it is considered that such investigations can be controlled through appropriate conditions.

**Protected Species** – The assessment recommends good practice guides to be followed during construction and mitigation measures in the form of landscaping and lighting.

**Cultural Heritage Statement** – No scheduled or archaeological features were identified within the site.

**Cumulative environmental impacts** - Planned and committed developments were also considered and the assessment concludes that no significant impacts are likely to occur. In respect of environmental impacts associated with the construction of the development, a Construction Environmental Management Plan is proposed to mitigate potential impacts.

The assessment concludes that the project is not considered to result in significant environmental effects.

**Environmental Statement – Addendum (2015)**

In relation to the Environmental Statement Addendum (October 2015), the report reviews the conclusions and recommendations of the Environmental Statement that was prepared in 2013. From this review, 3 aspects are reconsidered, they are as follows:



1. Update to ecology baseline including a new report on the presence of European Protected Species;
2. Evaluation of any baseline changes that could change the conclusions of the air quality impact assessment; and,
3. Review of cumulative and residual effects assessment.

#### **Planning Statement/Retail Capacity & Impact Assessment (2013)**

This outlines the history and evolution of Braehead, the nature of the proposals and the context of the development. The statement sets out the applicant's justification of the development against the relevant policies of the Development Plan and Scottish Planning Policy (SPP) and has been updated to reflect the decision of the Court of Session on the Renfrewshire Local Development Plan. The statement examines the proposals against the provisions of the relevant policies and provides an assessment of the wider benefits of the proposal in the context of the location of the development. A retail impact assessment is included which considers the impact upon a number of Strategic Centres in the Strategic Development Plan area as well as considering the potential impacts on other designated centres including Glasgow City Centre.

#### **Planning Statement/Retail Capacity & Impact Assessment (2015)**

The updated Planning Statement and Retail Capacity Impact Assessment explains the position following the Court of Session judgements on both the Renfrewshire Local Development Plan and the planning application.

#### **Sequential Site Assessment (2015)**

A Sequential Site Assessment was submitted following the Court of Session Judgement which assesses whether there are other sequentially preferable sites within the identified network where the development comparable to that proposed at Braehead could be accommodated.

#### **Design Statement/Access Statement (2013)**

This describes how Braehead has evolved and outlines how the proposed development has emerged. The document provides a contextual, indicative masterplan approach to the wider Braehead area including the proposed development. This seeks to demonstrate that the proposed development assists in strengthening the role and function of Braehead as a focus for the continued regeneration of the area through urban design, high quality buildings, improving the sense of place and arrival points, strengthened networks and improved pedestrian accessibility.

#### **Transport Assessment (TA) (2013)**

This assesses the impacts on the current network through consideration of trip generation resulting from the proposal and taking account of other committed development in the area, including residential development at Ferry Village. Accessibility of the proposed development by all forms of transport is assessed under:-

##### **(a) Fastlink/Transport Interchange**

An integral part of the proposal is the provision of infrastructure to serve the Fastlink bus service which is proposed to run through the development and which seeks to deliver high quality, fast, frequent and reliable bus services. Whilst a route is shown on the submitted plans detailed consideration of this and associated infrastructure can be made at the approval of matters specified as conditions stage should this application in principle be approved.

A transport interchange is also proposed which relocates the bus station to a more central location within the development and incorporating a low level and dedicated access for Fastlink.

##### **(b) Parking**

The parking strategy proposes to reduce the level of surface car parking provision through new decked car parks to the south west of Soar and additional decks on the existing multi storey car parks. The level of parking provision within the site would increase from 7718 to 8500 spaces although the overall parking ratio would be reduced.

##### **(c) Road widening**

Road widening is incorporated along Kings Inch Road and Kings Inch Drive to provide additional lanes on the approaches to junctions surrounding the centre. This additional capacity seeks to accommodate predicted traffic flows taking cognisance of the proposals and other committed development within the area.

(d) Traffic generation

The applicants state that when such centres are extended in the manner proposed, customers stay (dwell) longer to visit the wider range of services and retail offer. Therefore the larger the offer within a centre the longer the customer stays (dwells). Therefore the actual impact on the road network is not directly proportional to the increase in floor space.

The assessment outlines that the traffic generation associated with the proposed development will give rise to a predicted 11.2% increase which is the average figure derived from three assessment methodologies used. The approach to trip generation has been agreed in scoping discussions with the Council and Transport Scotland.

The Transportation Assessment considers the impact of development traffic generated as a percentage of base traffic in the weekday evening, Saturday afternoon and Sunday afternoon peak hours. In all circumstances the network modelling described in the Transportation Assessment indicates that traffic increases across the network can be accommodated by the proposed network improvements.

(e) Junction Changes

The proposed improvements to the local road network include increasing the number of lanes approaching the existing signalised junctions and replacement of the Kings Inch Road/Laymoor Avenue / Blue Car Park and Kings Inch Drive / Green Car Park roundabout with signalling to increase capacity throughout the network; facilitate the provision of pedestrian routes; measures to facilitate access and egress by buses to the proposed bus station; and, the incorporation of a route through the site for Fastlink.

(f) Signal Timings

Revisions to signal timings at junctions along Kings Inch Road and Kings Inch Drive are proposed. Timing plans derived from the traffic modelling would form part of the detailed design of traffic improvements and new traffic signal design would come forward through the approval of matters specified as conditions stage.

**Transport Assessment (TA) – Addendum (2015)**

An addendum has been submitted to the TA to reflect the passage of time that has elapsed since the original TA was prepared and following the decision of the Court of Session. The addendum considers whether there are any new issues in relation to transport and roads that have arisen in the intervening period, examining recent development within the surrounding area, which has taken place, which could potentially affect the traffic flows on the trunk and local road network. In addition the addendum also considers the proposed development for the design year of 2019 whereas the main TA identified the design year as 2017. The addendum concludes that the methodology used remains unchanged and that, even with the growth of traffic factored in to 2019, the impact of the proposed development on the network is not significant.

**Socio- Economic Impact Report (2013)**

This concludes that the proposed development will provide wide ranging economic benefits across Renfrewshire and Glasgow City Council areas including:-

- A capital investment of approximately £200 million over 5 years;
- Approximately 2,650 direct permanent job opportunities to be created directly on site once the development is complete;

- 2,920 net additional direct and indirect job opportunities in total in the local area and 3,320 net additional direct and indirect job opportunities spread across the region (including those in the local area and on the site);
- GVA (Gross Value Added of goods and services produced) generated by the construction and operational phases of the development amounting to some £55.6 million per annum, providing a significant boost to the local economy;
- Wider economic benefits, including maintaining and enhancing Braehead's role as a centre, providing major employment benefits to the local labour market and providing a catalyst for wider regeneration of the surrounding Clyde Waterfront area.

### **Socio- Economic Impact Report (2016)**

Provides an updated assessment of the potential socio-economic impacts arising from the development. In particular it concludes:

#### **Construction Impacts**

- Around 2,220 person-years direct construction employment (417 jobs per annum;)
- An estimated £25.3 million Gross Value Added (GVA) generated by direct construction jobs per annum over the build period;
- Up to 460 indirect and induced jobs per annum supported in supply chain and wider economy;

#### **Operational Impacts**

- Around 2,650 direct operational jobs on-site (1,965 Full time Equivalent net additional jobs);
- An estimated GVA uplift of £65.1 million resulting from net additional jobs on-site;
- Supplier and wage expenditure will support 395 'spin-off' jobs (690 in Scotland);

#### **Wider Impacts**

- Capital expenditure of £200 million;
- Improvements to local transport connections and public realm;
- Stimulate further investment and economic activity in the local area;

### **Pre Application Consultation Report**

Pre application consultation has been undertaken in accordance with legislative requirements. A summary report outlining the consultation process indicates over 800 people commented on the proposals as a result of the public events. The report notes that 93% of respondents were in favour of the proposed development.

Appropriate Assessment – N/A

Planning Obligation Summary – N/A

Scottish Ministers Direction – Given that objections have been received from the local authorities of Inverclyde and West Dunbartonshire Councils, should the Board be minded to grant permission, the application will require to be referred to the Scottish Ministers.

## **Assessment**

### **Environmental Assessment (2013)**

The Environmental Statement (ES) has been reviewed in terms of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 and the advice contained in Circular 3/2011 and the consultation responses received. The ES has also been updated with the base line data reviewed and further walk over studies undertaken following the passage of time between the original assessments. The outcome can be summarised as follows:-

Elements of the Project - The ES is considered to have properly described the physical characteristics of the development.

Policy Framework - The ES is considered to have properly identified and considered the relevant planning designations and policies at the time of submission.

Environmental Effects – The ES is considered to have referred to all the salient and relevant potential effects.

Mitigating Measures - The ES is considered to have identified the appropriate mitigatory measures, where necessary, to address the environmental effects of the proposed development and this has been addressed in the conditions.

### **Environmental Statement – Addendum (2015)**

In relation to the Environmental Statement Addendum (October 2015), the report reviews the conclusions and recommendations of the Environmental Statement prepared in 2013 and concludes that the majority of the findings need not be reconsidered as the development proposals remain unchanged and the potential impacts unaltered with the exception of 3 aspects, the ecology baseline, the air quality impact assessment and the cumulative and residual effects assessment.

These 3 aspects were reviewed by the applicant and it was concluded in both the Environmental Statement Addendum and the Transport Assessment Addendum in relation to air quality that there have been no significant changes to the original assessed environmental baseline. The conclusions and recommendations of the 2013 Environmental Statement remain valid.

Having reviewed and evaluated the Environmental Statement along with the Environmental Statement Addendum and the Transport Assessment Addendum in relation to air quality, taking into consideration the responses from the consultees and having particular regard to the characteristics of the development, the location of the development and the character of the potential impacts and the proposed mitigation measures it is considered that the development proposals would not result in a significantly adverse or unacceptable effect on the environment.

### **Scoping Opinion (2012)**

With regards to the need for an updated Scoping Opinion, a point raised in a representation to the proposed development, it is noted that the applicant's original Scoping Report sets out that the Main Issues Report for the Renfrewshire Local Development Plan designates Braehead as a town centre. However, the Council's Scoping Opinion of the 7 November 2012 clearly sets out in the assessment that the scoping opinion is not based on the planning merits of the proposal, but rather to identify the key environmental issues for the Environmental Impact Assessment. The Scoping Opinion does not refer to the planning status of Braehead. Therefore it is considered that there is no requirement for a revised or updated Scoping Report or Scoping Opinion.

In relation to the 'scoping out' of the socio-economic impacts, the applicant's Scoping Report states that they do not consider that the proposals will raise any detrimental socio-economic impacts that require assessment within the EIA and that the socio-economic benefits will be considered within a separate stand-alone report which was submitted in support of the application.

In the Council's Scoping Opinion it states that the Planning Authority agree with the submitted Scoping Report that socio-economics does not require to be included within the scope of the Environmental Statement but that the economic justification, if applicable, could be provided in support of the

application. Therefore it is considered that the applicant's Scoping Report provides an explanation for 'scoping out' socio-economic impacts and the Council agrees with this explanation.

### **Planning Assessment**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires decisions on planning applications to be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan comprises of the Glasgow and Clyde Valley Strategic Development Plan 2012 and the Renfrewshire Local Development Plan 2014.

### **Glasgow and the Clyde Valley Strategic Development Plan 2012 (GCVSDP)**

The scale and nature of the proposed development is considered to be strategic in relation to the GCVSDP Strategic Scales of Development and requires to be assessed against the relevant parts of the GCVSDP.

The proposals have been assessed against the GCVSDP with specific regard to the following:

- The Fundamental Principles of the SDP;
- Diagram 3 which sets out the Strategic Development Strategy and Indicative Compatible Development;
- Diagram 4 which provides a Sustainable Location Assessment;
- Strategy Support Measure 11 – Network of Strategic Centres along with Schedule 12 – roles and functions, managing change; and,
- Strategy Support Measure 15 – Meeting risk: delivering the spatial development priorities

### **The Fundamental Principles**

A Fundamental Principle of the Strategic Development Plan is that development and investment proposals, whose location and development accords with the Spatial Development Strategy and its related frameworks, will be deemed to support the Spatial Vision and Strategy, subject to their detailed specifications and content being acceptable to the local development planning and development management provisions.

The development and investment proposals in relation to this planning application at Braehead are compatible with and reflect the Spatial Development Strategy (SDS) insofar as they relate to the Sustainable Development Locations, both the Clyde Waterfront and the Network of Strategic Centres.

As part of the Fundamental Principles of the SDP, Diagrams 3 and 4 provide a summary strategic framework for local authorities taking local planning development decisions.

### **Diagram 3 - Spatial Development Strategy (SDS) and indicative compatible development**

Diagram 3 identifies GCVSDP spatial development strategy core components. Braehead is considered to be an integral part of the SDS in that it is one of the key drivers in supporting regeneration and renewal at the Clyde Waterfront as well as being a Strategic Centre within the Network of Centres.

The proposal at Braehead is a mixed use development aiming to deliver investment, regeneration and renewal, land-use and transport integration, development in a sustainable location, the provision of green infrastructure and greening the economy with the potential to have low carbon energy technologies built into the detail of the development.

It is therefore concluded that the proposed development is in line with the provisions of Diagram 3 and is compatible with the SDS.

### **Diagram 4 – Sustainable Location Assessment**

Diagram 4 is a sustainable location assessment tool for determining whether development proposals are in line with the spatial development strategy and support the plans spatial role and function. It is considered that given that the proposed development accord with the provisions and wider aspirations of the GCVSDP including the SDS, the assessment requires to consider whether the proposal supports the SDS spatial role and function.



As indicated above, the Clyde Waterfront is a core component of the SDS. The proposed development at Braehead supports the role and function of Renfrew Riverside and the overall Clyde Waterfront area through investment, increasing economic activity, placemaking, sustaining and enhancing the range of uses as well as improving sustainability.

The GCVSDP identifies that the scale of the challenge to regenerate and renew the Clyde Waterfront area remains strategically significant. The investment related to implementing the proposed development at Braehead will go some way to reducing the significance of this challenge. Without the private sector led investment at Braehead the regeneration at this location would not be as advanced. The regeneration of the centre cannot be achieved without focusing on the primary roles and functions of the centre, including retail.

The proposed development at Braehead sets out a clear and focused vision for the area. Through determining the proposal, the Council has the opportunity to set out, assisted by the use of conditions, how this vision can be implemented and how the development will proceed. This therefore assists in the delivery of the SDS.

The proposal will also prioritise resources in and around Braehead for an optimum return on investment in the Renfrew Riverside and wider Clyde Waterfront area which should also assist in the delivery of the aspirations of the Clyde Valley City Deal.

Braehead's role and function within the network of centres is equally important to the GCVSDP spatial development strategy. It states that the wider network of strategic centres beyond Glasgow City Centre needs to be protected and enhanced, with a channelling of investment to secure their respective roles. The proposed development at Braehead will realise this aspiration by helping to improve the quality of offer, the diversity of uses as well as enhancing the quality of the public realm and delivering improved sustainable travel and transport.

It is considered that the proposed development accords with Diagram 4 as well as supporting the SDS spatial role and function. The proposed development therefore does not require to be assessed against the criteria shown under the "No" sub heading in Diagram 4. As specified in Diagram 4, strategic developments which are considered to comply with the SDS then require to be assessed against the relevant local development plan. Furthermore as outlined in the second Fundamental Principles, page 4 of the SDP, it is only new strategic development proposals which do not reflect the SDS and its related frameworks which are deemed not to be supportive of the Spatial Vision and Strategy and will require to be assessed on their own merits adopting the sustainable location assessment set out in Diagram 4.

### **Strategy Support Measure 11 – Network of Strategic Centres**

Strategy Support Measure 11 (SSM 11) requires that the management and development of the Network of Strategic Centres is taken forward by Local Development Plans. The adopted Renfrewshire Local Development Plan (RLDP) is considered later in this report.

The planning of such centres should be in accordance with the principle of Diagram 4 – Sustainable location assessment. The local planning authority requires to assess whether the proposal is in line with the SDS to support the spatial role and function of the plan. As noted above, the proposal is in line with the SDS and supports the spatial role and function of the SDP.

Within the network of centres, the GCVSDP places Glasgow City Centre at the apex of the network of strategic centres. Central to the SDS is the long term health and well being of Glasgow City Centre. In considering this proposal it is clear that the GCVSDP requires Glasgow City Centre's strategic role at the apex of the network to be safeguarded.

In their updated Planning Statement and Retail Capacity and Impact Assessment (Oct 2015) the applicant states that their analysis shows that the proposed development at Braehead will not affect the SDP's policy commitment to protecting and enhancing the role of the City Centre. The turnover of Glasgow City Centre is likely to increase by more than 30% to 2019, even allowing for the effects of the



proposed development at Braehead. It indicates that Glasgow City Centre is estimated to draw around 23% of the available spending in the Braehead study area in 2019 even after the opening of the proposed additional retail facilities at Braehead, whereas Braehead itself is anticipated to consume some 7.3%. The trade diversion from Glasgow City Centre to Braehead following the completion of the development, this is estimated at 1% with the impact upon Pollock/Silverburn being around 5% and Paisley 2.1%. In all instances the estimated levels of trade diversion upon existing town centres comprise around 5% or below and are well with tolerance levels.

This analysis is also in line with the findings of other retail assessments that have been undertaken recently such as by Turley in support of the planning application submitted to Glasgow City Council for the redevelopment and expansion of Pollok Town Centre (14/01485/DC) as well as the Glasgow City Centre Retail Impact Study by Roderick MacLean Associates, commissioned by Glasgow City Council. All of these reports indicate that there is sufficient available spending in the Network of Centres that can support expansion at Braehead Centre and Pollock Town Centre and maintain the long-term health and well being of Glasgow City Centre.

In particular the Turley study for the recent Silverburn planning application stressed that the City Centre is performing strongly as a retail destination, with significant planned investment strengthening its retail offer.

Footfall in the City Centre is increasing and its retail rents are the highest in Scotland by a substantial margin. All of the evidence from the three recent retail reports suggest that Glasgow is maintaining and increasing its dominance of the retail market across the Glasgow and the Clyde Valley area and in Scotland as a whole.

The applicant has identified and acknowledged that although there is likely to be an impact upon Glasgow City Centre as a result of the proposed development, crucially the impact is not likely to be to the extent which would adversely affect the role of the City Centre within the network.

It is considered that the Retail Capacity and Impact Assessment, which has been carried out takes a reasonable and rational approach and concludes that the city centre's position will be safeguarded and will remain protected at the apex of the network of centres.

As well as Glasgow City Centre, the GCVSDP states that the wider network of strategic centres equally need to be protected and enhanced. The applicant has also provided a detailed assessment of the impact upon other centres in the Network of Centres. The assessment demonstrates that the proposed development will not give rise to an unacceptable impact on any of the other centres within Braehead's shopping catchment area which could be affected.

Having considered the findings therein and the representations made, the assessment carried out by the applicants is thorough and robust, takes account of all relevant developments, is based on sound reasoning which is appropriately justified within the assessment and arrives at rational conclusions, which is also supported by retail reports recently undertaken by other consultants. Therefore the proposal is considered to be compliant with SSM11.

### **Schedule 12 – Network of Strategic Centres: roles and functions; managing change**

Schedule 12 in the GCVSDP list 23 Strategic Centres in the network, their challenges and the range of interventions that will be required to support their long-term roles and functions. The SDP states that local authorities, through their respective LDPs and related action programmes, need to take forward the interventions outlined in Schedule 12.

The GCVSDP identifies Braehead as a Strategic Centre within the network of 23 centres for the plan area. It identifies that the challenges facing Braehead are to diversify its offer in order to support the Clyde Waterfront regeneration by incorporating a range of functions including residential, civic, transport and leisure which will help to maintain the sustainability of the centre and wider regeneration programme thereby contributing to the Strategic Development Priority – the Clyde Waterfront. The schedule also identifies interventions that will be required to support its long-term roles and functions.

Further actions in the schedule indicate that the further regeneration of Braehead is taken forward by the development of a masterplan.

The planning application comprises a masterplan which is in line with the framework as set out in Figure 12 of the adopted Renfrewshire Local Development Plan. The masterplan demonstrates the evolution of the proposed development, with indicative plans demonstrating how the development will connect into the wider area beyond the boundaries of the application site, linking with the residential development at Ferry Village and the surrounding commercial development, improving its environment and public realm. The application includes a new transportation interchange and Fastlink bus route while a hotel, new arena and civic square are also proposed. The proposed masterplan accords with the actions identified in the GCVSDP and the proposed development incorporates a suitable mix of uses including uses set out in Schedule 12.

Many of the representations refer to the GCVSDP's description (Schedule 12) of Braehead's 'Current Planning Status' as a commercial centre. In light of the recent Court judgement on the Renfrewshire Local Development Plan, that is the status that should prevail at Braehead unless changed by a replacement Development Plan. It is considered that all of the centres within the Network of Centres are strategic. Schedule 12 requires to be considered in its entirety and no single part of the schedule can be considered whilst setting aside the other parts of the schedule.

It is considered that the proposed development is consistent with Schedule 12 given that the proposed development incorporates a range of uses including the uses referred to in Schedule 12 such as civic, transport and leisure uses. Furthermore, Renfrewshire Council, through its respective LDP and related action programme, has identified interventions in line with this schedule and the planning application at Braehead is also in compliance with the schedule.

#### **Strategy Support Measure 15 – Meeting risk: delivering the spatial development priorities**

In relation to Strategy Support Measure 15 (SSM15) the proposed development will occur on brownfield land and will be within walking distance of the large scale residential development at Ferry Village as well as various business and commercial developments.

The application has several elements which cumulatively can act as a catalyst for the continued regeneration of the area. The proposed transport interchange, civic space, improved pedestrian connectivity and urban design proposals are all aspects of the development which will assist in the continued regeneration and diversification of the development site, and wider area, supporting the viability of Braehead.

The delivery and successful implementation of this development will require the support and continued investment of both private and public sectors. The proposed development, as well as the successful implementation of the City Deal projects' will support the delivery of the priorities set out in Schedule 14 of the GCVSDP and therefore comply fully with Strategy Support Measure 15.

Developing the retail offer remains important to continue to fulfil Braehead's role and function. In particular, it is recognised that Braehead needs to adapt to a changing retail environment. It is not uncommon, nor in conflict with Development Plan policy, for regeneration to be retail led and Braehead is no exception. The planning statement outlines that the proposed retail floor space is required to ensure that Braehead remains a key economic driver and is equipped to face the future challenges of the retail sector.

In summary, therefore, and in light of the above assessment, it is concluded that the proposed development accords with the Spatial Development Strategy and its related frameworks and is therefore considered to support the spatial vision of the GCVSDP.

#### **Clydeplan's - Strategic Development Plan Proposed Plan (2016)**

The preparation of the second Strategic Development Plan for the Glasgow and the Clyde Valley city region has commenced. The Proposed SDP was approved by the Clydeplan Authority Joint Committee in December 2015 and is a material consideration as it represents the Clydeplan Authority's settled view.

The Proposed SDP was recently put out for public consultation. Following the statutory period for the submission of formal representations, the SDP may be modified to take account of representations, matters arising out of consultations or any minor drafting or technical matters before it is submitted to the Scottish Ministers for Examination and a decision made. Given that the Proposed SDP is the Authority's settled view it is a material consideration in the determination of this strategic planning application.

The Proposed SDP builds on the legacy of the first SDP, seeking to place the region at the forefront of the growth of Scotland's economy. In terms of Leadership and Delivery, the focus for SDP is to support the delivery on the ground through securing high quality development in the right place at the right time. It recognises the importance of the Glasgow and Clyde Valley City Deal and that this infrastructure fund will also support a number of potential projects, aimed at delivering the key strategic priorities.

### **The Spatial Development Strategy**

The Spatial Development Strategy (SDS) sets out broad principles, including a focus on regeneration, network of centres, sustainable economic growth, low carbon infrastructure and placemaking. The SDS supports a presumption in favour of sustainable development that contributes to growth. It is considered that the proposal at Braehead complies with these broad principles and is a sustainable development that will contribute to growth and placemaking.

The main focus of the SDS is a development corridor, running west to east through the city region. The development corridor includes transformational mixed use projects such as the Clyde Waterfront which includes Renfrew Riverside. The Proposed SDP notes that this spatial priority has a number of City Deal projects associated with increased economic activity and connectivity and that cross boundary joint working will be essential to ensure maximum benefits are gained from these projects.

The investment at Braehead will align with the City Deal aspirations to increase economic activity, with the development acting as a catalyst for further investment in the area, with around 3000 jobs being created directly and indirectly as a result of the proposed development. It will also encourage greater connectivity with the proposed development enhancing walking, cycling and public transport provision. The regeneration of Braehead will form a vital and central element in the continuing wider regeneration of Clyde Waterfront and will support the aims and aspirations of City Deal.

### **Policy 1 – Placemaking**

In line with Scottish Government policy principles to support sustainable development and the creation of high quality places, the Proposed SDP aims to ensure that new development contributes towards the creation of high quality places across the city region. The Design and Access Statement submitted by the applicant explains the design led and participative process that the design team took, working with Renfrewshire Council along with Key Agencies and other stakeholders to prepare an indicative masterplan. Options were reviewed and refined in consultation with Architecture and Design Scotland. A masterplan applying good urban design principles to create an improved external environment, quality architecture and public realm with a clear 'sense of place' drawing upon local character and identity was produced to support the planning application. It is considered that the approach taken by the applicants is in accordance with Policy 1 Placemaking.

### **Joint Strategic Commitment – Glasgow City Centre**

In support of the vision and the SDS, local authorities are to recognise the strategic importance of Glasgow City Centre to the future well being of the city region. Consideration of the impact of proposed development both individually and cumulatively on the city centre is required. Furthermore decision making from all stakeholders is required to support and protect the city centre.

It is considered that this has been addressed above, in particular in considering Strategic Support Measure 11 of the adopted GCVSDP. Consideration of the impact of Braehead both individually and cumulatively was not only carried out by the applicant in the updated Planning Statement and the Retail Capacity and Impact Assessment but also by other consultants, in particular the City Centre Retail Impact Study by Roderick MacLean commissioned by Glasgow City Council which the applicant

has made reference to. The detailed analysis undertaken has confirmed that Glasgow City Centre can continue to grow and thrive and maintain its dominant position and will not be adversely affected by the Braehead proposals. Both Silverburn and Braehead schemes, cumulatively, could come forward without undermining existing designated centres or future investment.

#### **Policy 4 – Network of Strategic Centres**

Similar to Strategic Support Measure 11 of the adopted GCVSDP, Policy 4 recognises the significance of Glasgow City Centre along with its diverse range of core functions, which sets it apart from all other strategic centres. This has been recognised in the consideration of this application as set out above.

In assessing strategic development proposals, such as the proposed development at Braehead, the protection and enhancement of the development of the network of centres in line with the role, function, challenges and future actions as set out in Schedule 2 requires to be considered. As outlined above, the applicant has also provided a detailed assessment of the potential impact on other centres in the Network of Centres. The assessment demonstrates that the proposed development will not give rise to an unacceptable impact on any of the other centres within the network which could be affected based on Braehead's shopping catchment area.

The protection and enhancement of the long term health of Glasgow City Centre to ensure that there is no detrimental impact on its role and function has been assessed above along with the consideration of the Joint Strategic Commitment – Glasgow City Centre.

Policy 4 recognises that the Network of Centres is the preferred location for strategic scale development and therefore the proposed development at Braehead is in line with this. The proposal has been the subject of a sequential approach which is detailed in the supporting information contained in the Sequential Site Assessment submitted by the applicants. The applicant's Planning Statement and Retail Capacity and Impact Assessment assess the impact on other Strategic Centres in the network and it is confirmed that there is no detrimental impact on the role and function of these other centres.

The planning proposal at Braehead therefore complies with Policy 4.

#### **Schedule 2 – Network of Strategic Centres**

The Proposed SDP states that the Network of Centres are going through a period of, often profound change, but no single approach will provide a solution to each centre. Each centre has its own character, distinct role and function and related challenges.

Schedule 2 lists the same 23 Network of Centres as in the current adopted GCVSDP. Each of the centres challenges, the range of interventions that is required to support their long-term roles and functions are set out in Schedule 2. It states that Local Authorities, through their respective LDPs and related Action Programmes, need to take forward the interventions outlined in Schedule 2.

#### **Challenges**

For Braehead, the first of the challenges outlined in Schedule 2 is to secure continued investment. As the Proposed SDP states, each centre is going through a period of change. For Braehead, this challenge is to continue to secure investment and refresh its offer in line with changing market needs and demands. Securing £200 million of investment through the proposed development will assist in meeting this challenge, maintaining Braehead's strategic role and function as well as contributing to economic growth in the city region.

Another challenge outlined in Schedule 2 is to 'enhance the retail, commercial and business offer and quality of place through the provision of a range of uses to strength the urban character'. Each element of this challenge can be met through implementing the masterplan which is aligned to the current planning application. As outlined above, through the use of phasing and conditions, the range of uses proposed in this application can be brought forward along with the additional retail and leisure elements at Braehead. An integrated transport hub is important for the sustainability of the centre and this will be one of the first elements to come forward through this development. This will be secured through planning conditions.



The design and access statement highlights that the key outcome of implementing the masterplan associated with this planning application is to significantly enhance the urban design quality of the area. Strengthening connections to and from Braehead, along with introducing character areas, gateways, high quality buildings and public space are all included within the proposed development and they will help to achieve the challenge of ‘enhancing the quality of public realm’ that is outlined in Schedule 2.

The final challenge outlined in Schedule 2 is to ensure that Braehead is central to the ongoing regeneration of Renfrew Riverside delivering new development as well as investment within the context of the Glasgow and Clyde Valley City Deal. The proposals will deliver new development and investment which will complement the ongoing regeneration of the Renfrew Riverside through the quality of place aspects, increased connectivity and enhancements to the public transport elements in the area. The proposed development will also align well with the aspirations for City Deal, bringing investment, employment, helping to grow the population along with continued growth in the area.

### **Future Actions**

The Proposed SDP requires local authorities to bring forward the interventions outlined in Schedule 2. Given the important role that the Strategic Centres play in Renfrewshire, the Council has already proceeded with implementing some of these actions. The Draft Braehead Centre Strategy and Action Plan has been prepared and has been the subject of public consultation. It is likely that the finalised Braehead Strategy and Action Plan will be in place by summer 2016. The Braehead Action Plan indicates that the Council will work in partnership with owners of the centre and other stakeholders to deliver a masterplan that will enhance the placemaking qualities, improve public transport links and facilities and assist in the delivery of a range of uses to enhance the existing offer and further develop town centre character. The planning application will help deliver many of these actions.

Another Future Action outlined in Schedule 2 is to ‘consider planned investment within the context of a masterplan ensuring co-ordinated action in support of the Clyde Waterfront and Renfrew Riverside City Deal projects’. The current planning application provides a masterplan that seeks to deliver the projects listed in Schedule 2. The investment will provide a range of retail, commercial and leisure uses, enhancing the existing offer. Improved integration with the surrounding area along with enhancing green networks and public realm in and around the area is central to the masterplan and the applicant’s Design and Access Statement that supports the planning application. The applicant has also been working with Key Agencies as well as the Council to look at the best options for future public transport interventions for the centre and surrounding area. New employment and residential opportunities will be delivered through the continuing regeneration of Renfrew Riverside along with the implementation of the City Deal projects; the continued evolution of Braehead is essential to support this regeneration.

A baseline health check has also been prepared by the Council. This will allow for ongoing monitoring of investment in relation to Braehead should the planning application be approved.

In summary, the proposed development at Braehead will assist greatly in meeting the challenges outlined in Schedule 2. The applicant and the Council along with Key Agencies and stakeholders will require to work together, developing and assisting in the delivery of the Future Actions listed in Schedule 2, if the planning application is approved. The proposed development would allow for the investment to successfully implement these actions. The masterplan framework set out in Figure 12 of the adopted Renfrewshire Local Development Plan accounts for all of the ‘Future Actions’ set out in the Proposed SDP.

### **Diagram 11 – Assessment of Development Proposals**

The Proposed SDP states that the purpose of Diagram 11 is to aid consistent application and implementation of the SDP. It should be used by local authorities when assessing strategic scale development proposals such as the current application at Braehead. The diagram is to be used to determine whether the proposals comply with the SDP policies, schedules and diagrams.

In assessing the current planning application at Braehead, as highlighted above, the development proposal supports the vision, Spatial Development Strategy and Placemaking Policy and has had regard to the Glasgow City Centre Joint Strategic Commitment. In relation to the Network of Strategic Centres, the proposed development complies with Policy 4, Schedule 2 and Diagram 3. Given this assessment, the proposed development is deemed to accord with the SDP.

### **Renfrewshire Local Development Plan (RLDP) 2014**

#### **Spatial Strategy**

Within the adopted RLDP, the Spatial Strategy seeks to provide an overarching vision against which all development proposals should be considered. The principle aim of the strategy is to promote sustainable economic growth by indicating opportunities for change and support investment in regeneration, create and enhance communities and places, and provide high quality new development in the right locations.

#### **Implementing the Spatial Strategy**

It is considered that the proposed development at Braehead will comply with the criteria listed in implementing the LDP Spatial Strategy. While the application is only for planning permission in principle at this stage, the submitted plans show the location of the proposed buildings, the mix of uses, spaces between buildings and how these will integrate with public transport infrastructure, public realm and improved pedestrian connectivity to the surrounding communities. The proposed development along with the masterplan will positively contribute to the character of the place, benefiting the amenity of the area.

#### **Placemaking**

The key aim of the planning application is to improve the sense of place through redesigning its character and creating an improved external environment for visitors.

The proposed public transport hub will enhance accessibility and circulation. This, combined with the enhanced gateway arrival points and the proposed civic and amenity spaces, will significantly improve the sense of place, character and appearance.

The proposed development is considered, subject to detailed submissions through the approval of matters specified in conditions, to provide a high quality and accessible development.

#### **Building Design / Low Carbon emissions**

As the application is in principle only at this stage, there are no specific details of the buildings. However the applicant has stated that they are prepared to meet BREEM Very Good standards. The proposed development supports the transition to a low carbon economy by providing more modern buildings, improved active travel and public transport infrastructure. The proposed buildings will also be required to meet the standards of the Building Scotland Act 2003.

#### **Natura 2000**

The proposed development will not have an adverse impact on any Natura 2000 protected sites.

Having considered the relevant criteria it is considered that the proposal accords with the principles of the Spatial Strategy of the RLDP.

#### **Centres**

The RLDP was adopted on the 28th August 2014. An appeal in relation to Braehead being designated as a Town Centre was heard in the Court of Session in June 2015. The appeal was allowed and the sections in the Local Development Plan that refer to Braehead as a Town Centre were quashed by the Court. The effect of this ruling was that reference to Braehead as a Town Centre was deleted from the Local Development Plan. Braehead is, therefore, a Strategic Centre with the GCVSDP describing its current status as a Commercial Centre. Most of the text within the Centres section of the RLDP remains as adopted including Figure 11- Renfrewshire Network of Centres Role & Function, Figure 12 – Braehead Framework for a masterplan and Policy C1 – Renfrewshire Network of Centres. Appendix



1 to this report provides an illustration to the Board as to the effect of the Court's ruling on the adopted Local Development Plan.

The RLDP identifies a hierarchical network of centres which comprise of Strategic Centres, Core Town Centres, Local Service Centres and Commercial Centres. The LDP details the role and function of each of its centres and the operation of the network. Strategic Centres sit at the top of the hierarchy. Braehead remains as a Strategic Centre within the RLDP along with Paisley and therefore the two centres sit equally at the top of the network.

It is necessary in assessing this application to consider the relationship of Braehead to Paisley and also the other centres in Renfrewshire's Network of Centres.

The RLDP acknowledges that Paisley Town Centre's role has changed and continues to change. Whilst retail remains important to the future of this centre it offers a significant cultural and heritage function which the Council seeks to promote through the Paisley Town Centre Asset Strategy along with other initiatives such as its bid for UK City of Culture status in 2021. Braehead is not in direct competition with Paisley as the two centres offer differing, but complementary, functions which adds to the overall strength of the network of centres. The proposed development at Braehead will not undermine the role of Paisley Town Centre or the Council's Centres Strategies for any other centre within Renfrewshire's network.

As highlighted in the Proposed SDP, the changes in retailing are not unique to Renfrewshire's centres and are similar to those experienced in many other centres as a result of the continuing economic challenges and changes in retailing trends including consumer needs and demands. Braehead's offer has allowed Renfrewshire to retain retail expenditure. However, as with many other centres, Braehead needs to continue to enhance and improve its offer in order to continue to fulfil its identified role and function within Renfrewshire and the City Region.

In assessing all other centres within Renfrewshire's Network of Centres, Renfrew Town Centre lies, less than 1 mile away, to the south west of Braehead and is the closest centre within the network. Again Renfrew Town Centre provides a different offer to Braehead. It is based on day to day shopping needs and its civic role. It does not directly compete with Braehead. In fact ongoing monitoring and health checks in all of Renfrewshire's Centres has indicated that Renfrew Town Centre has the lowest vacancy rate of all of Renfrewshire's Centres.

It is considered that each centre provides complementary roles and functions adding to the overall strength of Renfrewshire's Network of Centres. This concept, which is encouraged by Scottish Planning Policy, is important in understanding how the Council views the network of centres within the local authority area.

The proposal at Braehead will continue to channel the investment into Renfrewshire, enhancing the range of activities and uses in the area, improving the overall quality of offer to encourage people to stay, work and visit without significantly impacting on the role and function of the other centres in the network.

### **Policy C1 – Renfrewshire Network of Centres**

Policy C1 of the RLDP states that development that will strengthen the network and enhance centres will be welcomed. The proposed development at Braehead is considered to assist in strengthening the network by increasing the range and choice of uses which will lead to further vibrancy, increased accessibility and be complementary within the network as well as compatible with the surrounding area.

A key aim of the scheme, as described in the applicant's Design and Access Statement, is to improve the connectivity for pedestrians and cyclists and the permeability through the centre. It is considered that the proposed development achieves this aim through the proposed public realm works and the interconnectivity between buildings, public spaces and transport links. New gateway / arrival points are proposed at the junction of Kings Inch Drive / Kings Inch Road and Kings Inch Road / Laymoor Avenue. These works are considered to enhance the appearance, function and accessibility of the

centre. Overall the proposal is considered to provide a positive contribution to the sense of place, it supports the development of town centre character and the proposed development complies with Policy C1.

### **Figure 11 – Renfrewshire Network of Centres Role & Function**

Braehead is Renfrewshire's principal retail centre with strong supporting leisure, commercial and business uses. The proposed development is considered to be in line with the hierarchy of the network of centres as well as the role and function as outlined in Figure 11 of the RLDP.

The Challenges and Opportunities outlined in Figure 11 include developing a town centre character at Braehead, creating a sense of place and increasing connectivity. As highlighted previously in this assessment, the proposed development aims to assist in the delivery of this challenge. Figure 11 outlines that there is significant opportunity for the development of town centre uses that will continue to stimulate and complete the wider Clyde Waterfront regeneration. This opportunity can be realised by the proposed development set out in this planning application. The proposed development is in line with Figure 11.

### **Figure 12 - Braehead**

Figure 12 in the RLDP sets out a framework for a masterplan, the proposed development is in line with this framework.

### **Renfrewshire LDP New Development Supplementary Guidance - Centre Development Criteria**

Policy C1 also requires developments within the network of centres to be assessed against the New Development Supplementary Guidance (SG) on Delivering the Centre Strategy.

The SG states that development proposals within each centre are required to be consistent with the hierarchy of centres and will be assessed against the relevant criteria as follows:-

- i) The proposed development is considered to provide a positive contribution to enhancing the character, function and connectivity of Braehead through improved public transport and pedestrian links and additional public realm works. Furthermore, the application proposes a mixed used development including retail, leisure and commercial uses which are considered to enhance and expand upon the range of uses within the centre and support the viability of the centre.
- ii) It is recognised that Braehead's urban form has not changed significantly since its original conception. A key principle in the development is to create an improved, more accessible and outward facing external environment. The proposed development seeks to maintain and enhance the centre in accordance with the GCVSDP and the requirements of the RLDP, in particular figure 12.
- iii) In order to ensure that the key elements are brought forward in a sustainable manner consideration must be given to the phasing of development which can be controlled by appropriate conditions should the application be approved.

In respect of the individual uses proposed, those being Class 1 shops, arena, hotel, transport interchange, Class 2 financial and professional services and Class 3 food and drink uses, these are considered to be acceptable within such centres and when assessed against the above Centre Development Criteria and the New Development Supplementary Guidance.

### **Policy I1 – Connecting Places**

Policy I1 of the RLDP outlines that increased access and connectivity to walking, cycling and public transport networks is a key consideration for investment locations. The policy states that the Council will support development proposals which give priority to sustainable modes of travel which have no significant impact on the safe and efficient operation of the local and trunk road network. The applicant's Transport Assessment has demonstrated that the proposed development is compliant with this policy.

The SG on connecting places within the RLDP lists several criteria by which all proposals will be assessed:-

**Connecting Places**

The submitted application proposes a range of transport improvements including a new transport hub which involves relocating the existing bus facilities to a central location within the site, improving connectivity from public transport within the centre and to surrounding residential and commercial areas.

While the application is for planning permission in principle at this stage, the indicative masterplan outlines improvements to pedestrian connectivity and access to the riverside walkways to the north of the site. These links will contribute to the green network and extend the accessibility of Braehead from outwith the centre.

Within the TA the applicants state that an extension to an existing facility differs from that of a new stand-alone facility. Key to this concept is that when considering an extension the proportion of visitors to the proposed development would be accounted for by those already visiting Braehead but choosing to stay longer due to the increased offer. Therefore, when such a concept is accepted the increase in floor space is not directly proportional to the traffic generated on the surrounding network. The longer the visitors stay on the site the less traffic there is on the network at any given time.

This principle has been accepted by the Council's Head of Roads and Transport Scotland and is supported by the applicant's own experience in operating their other centres throughout the UK.

The civic square area forms an additional gateway to the centre and is considered to be important in establishing a sense of place and inclusiveness within the centre. This primarily involves the pedestrianisation of what is currently the surface car park for the Soar complex. To facilitate the operation of the civic square, the proposal involves altering the existing junction at Kings Inch Rd by replacing the roundabout with a signalised junction to enable the flow of traffic to be appropriately managed.

Vehicle and pedestrian movements will be high at this location with vehicles accessing the multi storey car park to the north within the site while pedestrians are crossing between the main centre and Soar. The Council's Head of Roads requires further details to be provided to demonstrate how this access will accommodate the pedestrian and vehicular movement envisaged by the applicants. These can be addressed through appropriate planning conditions.

The Head of Roads sought additional information regarding the operation of the junction to the south east of development plot 9, although again he has recognised that such operational matters can be suitably addressed through conditions should this application in principle be approved.

The improved and enhanced active travel and public transport is important to facilitate the proposed development. The improved pedestrian and cycle links, the centralised bus facilities, which require to be progressed through approval of matters specified as conditions (AMSC), will assist in reducing the current levels of car dependency.

In light of the above, the Head of Roads does not object to the proposed development subject to conditions regarding further details to be provided concerning the junction improvements and pedestrian crossings within the site. The recommendations within the TA will be implemented through the use of appropriate conditions.

The Head of Roads recognises that it would be improbable for a development of this scale to be accommodated without some impact on the surrounding road network but that on the basis of the information provided the impacts are considered to be manageable while accepting that, as on the approach to any major centre, there may be some delays if travelling by private car.

Transport Scotland are satisfied that the development will result in a minimal impact upon the trunk road network and consequently have not raised any objections to the proposal subject to a condition which requires the applicants to provide a travel plan.

For the reasons above, it is considered that the proposal, subject to the submission and consideration of further details which can be addressed through the assessment of AMSC applications, meets the aims and requirements of Policy I1 and associated supplementary guidance on connecting places.

### **Policy I3 – Potential Transport Improvements**

Policy I3 identifies the implementation of the Fastlink route. The Fastlink service is intended to run from Glasgow City Centre through the New South Glasgow Hospital and then on to Braehead, Renfrew and Glasgow Airport.

The proposed route shown in the submitted plans demonstrates that the Fastlink service can enter and exit the centre and can be suitably accommodated within the overall development and accords with the indicative route outlined in the RLDP proposals map.

SPT have raised some concerns about the lack of segregation and are not, as yet, satisfied that the route shown represents the optimal solution for Fastlink. The application is for planning permission in principle only at this time. Further discussion on the delivery of Fastlink will continue with consideration of the detail through the approval of matters specified in conditions.

### **Policy I4 - Fastlink**

It is recognised that the Fastlink scheme is an important element in delivering a sustainable development in the context of this application. It is therefore considered that this element of the proposal will require to be brought forward during the initial phases of development. This can be suitably addressed through conditions should this application be approved.

SPT have suggested that the applicant provides a financial contribution to Fastlink as prescribed by Policy I4. However, the applicant is providing land (some 4000sqm) and infrastructure (additional traffic signal equipment, the provision of new bus stops and facilities) to accommodate Fastlink. It is estimated by the applicant that the approximate cost of these works and provision of land could amount to £1.45million excluding abnormal costs, which are not known at this stage.

The supplementary guidance of the RLDP in relation to Fastlink does allow for a reduction in financial contributions if developers are contributing land for the provision of Fastlink. In this respect it is considered that providing land and infrastructure central to the implementation of the Fastlink route would render a financial contribution to be unnecessary in this instance.

The land and infrastructure that has been identified in this application to facilitate the provision of Fastlink is entirely within the application site boundary. Therefore there is no requirement to secure this provision through a s75 legal agreement. The delivery of Fastlink can be appropriately secured through conditions.

### **Policy I5 – Flooding and Drainage**

Policy I5 of the RLDP requires that development proposals satisfactorily address any potential risk to and from flooding and suitably consider the implications for drainage infrastructure. Flood modelling work has been undertaken by the applicant and it has been demonstrated that the proposed development will not raise any significant issues with respect to flood risk.

The applicants have submitted a drainage impact assessment to support this application. The detail submitted is sufficient for an in-principle application. A detailed drainage impact assessment will be required to support the approval of matters specified in conditions for the development plots as and when they come forward.

### **Policy P7 – Green Network**

Policy P7 stipulates that the Council will support development where there is the potential to contribute to or safeguard the existing green network. The proposed development is considered to provide significant potential for enhancing connections and the existing green network from Braehead to Renfrew. The development will also provide improved pedestrian links along the River Clyde.

**Policy ENV5 – Air Quality**

The assessment carried out in respect of air quality has not raised any significant issues and the Director of Community Resources has not raised any concerns in respect of the submission.

Having given due consideration to the information submitted, the proposed development accords with Policies I1, I3, I4, I5, P7, ENV 5 and the associated New Development Supplementary Guidance of the RLDP.

In respect of contaminated land, the applicants have submitted preliminary reports. The Director of Community Resources requires further information prior to the development commencing but accepts that such information can be satisfactorily submitted for consideration through conditions should this application be approved.

The proposal accords with the relevant provisions of the RLDP.

**Other Material Considerations**

For the reasons given above it has been concluded that the proposal complies with the relevant policies of the Development Plan. If the proposal is found not to accord with the Development Plan then the application should be refused unless material considerations indicate otherwise.

**National Planning Framework 3 (NPF3)**

NPF3 is a long term strategic national vision for Scotland which identifies the spatial development priorities of the Scottish Government, the provisions of which are required to be taken through to the production of the SPP and the respective Development Plans of each Planning Authority. Other than the national developments identified within the framework, the document's purpose is to inform the preparation of Scottish Planning Policy ( SPP) and Development Plans rather than the assessment of individual planning applications.

However, an overarching theme of NPF3 is the promotion of sustainable economic development. For the reasons given above, the proposed development is considered to meet this theme and therefore accords with the overarching principles contained within the NPF3.

**Scottish Planning Policy**

Scottish Planning Policy (SPP) sets out national planning policies for the development and use of land.

SPP introduces a presumption in favour of development that contributes to sustainable development and sets out 13 principles that guide policies and decisions. It suggests that the planning system aim is to achieve the right development in the right place and not allow development at any cost.

In line with SPP, it is considered that due weight to the net economic benefit of the potential investment at Braehead has been given and that the proposed development is responding to economic challenges and opportunities as outlined in the Glasgow and the Clyde Valley and Renfrewshire plans, policies and strategies, as well as the other benefits noted above including regeneration which is important for Renfrewshire and these benefits are considered to be of a significant weight in the determination of this application.

For over 15 years Braehead has been a key economic driver both locally and regionally and has been pivotal in advancing the wider regeneration of the Clyde Waterfront, transforming a former derelict industrial area into a strategic centre which has provided substantial growth, urban renewal and investment within Renfrewshire. The proposed development seeks to maintain Braehead's position, both locally and regionally, to diversify its offer in support of its strategic role and to act as a catalyst for further investment in the area.

As discussed previously in this report, the proposed development represents a significant investment in Renfrewshire and is considered to be necessary to fully realise the regeneration aspirations of the Clyde Waterfront initiative at Renfrew Riverside.



The proposed development comprises of the capital investment of some £200m, is anticipated to generate some 3000 jobs and will act as a catalyst for the development of the surrounding housing and commercial sites and the regeneration of the wider area.

The development provides substantial planning and economic benefits to the Renfrewshire and the City Region economy. The proposal also encompasses significant improvements to the public realm and the urban form of the centre while enhancements proposed to the public transport network and infrastructure will improve the accessibility and connectivity to and from the centre. The planning and economic benefits which would be generated as a result of this development are considered vital to Renfrewshire and the Clyde Valley region's economy and the future strategic role of Braehead.

Due weight is attached to the wider planning, economic and regeneration benefits that are a product of the proposed development and are regarded as material considerations in the assessment of the proposal. It is considered that these benefits would be sufficient to outweigh any non compliance with the Development Plan, had such non-compliance been established. Similarly the benefits to Renfrewshire and the Glasgow and the Clyde Valley area are considered to outweigh any identified impacts to Strategic Centres or other centres within the SDP area.

Placemaking is central to the design led masterplan approach put forward in this planning application. The Design and Access Statement along with the masterplan supports and provides good design and placemaking. It provides an opportunity to reshape the centre and surrounding land to provide a more inclusive accessible centre with a high quality urban environment that can contribute to Renfrewshire's economy, encouraging further investment.

The applicant is also making good use of existing land, buildings and infrastructure as well as improving and enhancing all of these factors. The proposal therefore supports the policy principles that are encouraged in SPP.

In relation to the Town Centre First approach that is promoted in SPP, it is considered that although not a Town Centre, Braehead's strategic nature in the City Region and its importance in Renfrewshire's Network of Centres providing a hub for a range of activities, supporting and meeting the needs of residents, business and visitors, are in line with the key elements outlined in SPP. The proposed development would promote the development of town centre character.

The Development Plan identifies a network of centres. The RLDP sets out a hierarchy and explains how each centre complements each other. A health check has been carried out for Braehead and a Draft Centre Strategy and Action Plan prepared. The health check has helped to develop a strategy to deliver improvements to Braehead Centre. The Draft Braehead Centre Strategy and Action Plan sets out the spatial elements to implement interventions. The proposed development at Braehead assist in delivering these spatial elements.

Paragraph 70 of SPP states that decisions on development proposals should have regard to the context provided by the network of centres in the development plan. It is considered that this has been comprehensively assessed above along with the analysis of the relationship of the proposed development with the network of centres as required by paragraph 72 of SPP. The applicant has fully demonstrated through the Retail Impact Assessment that the proposed development does not significantly impact on the current network of centres as set out in the GCVSDP or the Renfrewshire Local Development.

Paragraph 71 of SPP requires development proposals on the edge of town centre, commercial centre or in out-of-town locations that are contrary to the development plan, to demonstrate that more central options have been thoroughly assessed and that the impact on existing town centres is acceptable. Although, as set out in this report, the proposals are not considered to be contrary to the development plan in the assessment above, the applicant has in any event submitted a Sequential Site Assessment given that the development will generate significant footfall. It is considered that the sequential approach is required to assess whether there are more suitable sequentially preferable locations available for the proposed development.



The sequential assessment undertaken by the applicant sets out the methodology, justification for the catchment area used and undertakes an assessment of a number of Strategic Town Centres and town centres within the identified network and assesses whether the development could be located within these centres or on the edge of them. The assessment considered a total of 67 sites with 17 Strategic Town Centres and Town Centres and demonstrated that there are no sequentially preferable sites, which are suitable and available to accommodate the development currently proposed at Braehead. It is considered that the applicant's approach to the Sequential Site Assessment is in line with paragraph 69 of SPP, where it takes a flexible and realistic approach in applying the sequential approach to demonstrate that there are no sequentially preferable locations that are suitable or available to accommodate the development proposed.

The proposal can be considered to be in accordance with the relevant provisions of SPP.

### **Objections / Representations**

In respect of those points which are material and have not been addressed in the foregoing assessment, the following assessment is given:-

The acceptability of the applicant's RIA has been assessed previously in this report. The assessment takes into account the economic recession and justifies the spending growth rates which have been adopted, including the allowance made for internet spending.

The soundness of the applicant's RIA, including its base data and methodology, is also demonstrated by the fact that its conclusions comparable to with those of the other recent retail studies (Turley and MacLean), which examined the potential impact of the recent Silverburn proposals and which took into account the scheme proposed at Braehead. All three studies concluded that both the Silverburn and Braehead expansions could be accommodated without unacceptable impact to Glasgow City Centre and other centres in the Strategic Centre network.

While it is accepted that there will be some impact upon the centres within the GCVSDP area, including those in West Dunbartonshire, it is not considered to be of a significant or unacceptably detrimental extent. The estimated impact on Glasgow City Centre will be well within acceptable levels, a point accepted by both Turley Associates and Roderick MacLean in their retail assessments.

Furthermore, the GCVSDP states that all the centres within the network equally require to be protected and enhanced with a channelling of investment to secure their respective roles. There is no clear preference given to protect one centre at the cost of another. As stated previously, Schedule 12 within the GCVSDP does not distinguish between the strategic centres listed with the exception of Glasgow City Centre which is consistently highlighted as being at the apex of the network.

The Sequential Assessment has demonstrated that there are no more centrally located sites suitable and available within the assessment area in terms of Renfrewshire centres. The RIA demonstrates why neither Paisley nor Renfrew centre are expected to suffer as a result of the expansion of Braehead and also that these centres will benefit from an increase in the proportion of spending which is retained in the Council area. As indicated above, it is considered that both the Retail Impact Assessment and Sequential Site Assessment are comprehensive and their conclusions robust.

The compatible and complementary relationship, which Braehead has to Renfrew and Paisley and other Renfrewshire Town Centres, is identified within the Local Development Plan and the above assessment. Therefore the proposed development will not result in a significant adverse impact on the employment levels within Renfrewshire's network of centres.

The feasibility of joining the Deanside railway into the transport interchange is not part of the proposed development and has therefore not been considered in the assessment of this application.

In relation to the applicant's Sequential Site Assessment and in particular disaggregation of the development, the methodology incorporates the principles established in both SPP and relevant case law (particularly the Supreme Court Judgement of Tesco Stores Ltd v Dundee City Council, 21 March 2012). Both confirm that potential alternative sites are to be assessed in terms of their ability to

accommodate the development proposed by the applicant, allowing for flexibility, and not some other form of alternative development. Any potential alternative sites must be able to accommodate the entire mix of uses proposed, irrespective of their viability when considered individually. Furthermore it is irrelevant whether or not the retail component is to be delivered as a single unit, providing flexibility has been adopted, it is the development as a whole that must be considered.

SPP contains no requirement for disaggregation to be considered in the present circumstances. Instead, the only guidance provided by SPP in respect of showing flexibility when assessing alternative sites, is provided at paragraph 69. It is made clear that such considerations to alter or reduce in scale 'the proposals' should only apply where that proposal is in an out-of-centre location. The submitted sequential site assessment has demonstrated flexibility by giving due consideration to the potential for adjusting the scale and components of the scheme when considering alternative sites. It should be noted that whilst alternative locations have been put forward by third parties in the representations as being sequentially preferable, it has been demonstrated by the applicant that these locations/sites are not suitable and available for the development proposed.

In relation to the implications of the court judgement, the amendments to the Renfrewshire Local Development Plan did not remove Braehead's status as a Strategic Centre. The Court's judgement did not designate Braehead as anything new, it merely removed its Town Centre status. It is recognised that Braehead no longer has town centre status; but the development plan continues to support the development at Braehead as proposed by the applicant.

With regards to the concerns raised on the use of bespoke and unevidenced assessment or assumptions in the Socio-Economic Impact Report along with the transparency, validity of assumptions and overstated optimistic economic impacts, this has been fully considered in the determination of this application. The applicant has provided further clarification in relation to the methodology and confirmed that they have used a best practice framework in compiling the Socio-Economic Impact Report. Bespoke methodology along with economic and other modelling is recommended best practice and the applicant has sought to present employment densities more closely aligned to the nature of the sector which they accommodate. It is confirmed by the applicant that the bespoke approach provides a more accurate estimate of employment impact associated with the scheme by drawing upon Intu-specific data that better reflects the employment densities likely to be observed at Braehead. Furthermore, the bespoke assessment produced as part of this application has been considered to measure 'product market displacement' as opposed to generic estimated measures. It is considered that the Socio-Economic Impact Report is clear in the substantial beneficial economic impacts in both the local area and the wider labour catchment area. It is considered that the proposed development will help achieve the socio-economic policy objectives of economic prosperity and increasing access to job opportunities as set out in the Renfrewshire Local Development Plan.

In relation to the point raised by objectors that the decision made by the Court of Session and the deletion of Town Centre status at Braehead in the Renfrewshire Local Development Plan fundamentally removes the support upon which the applicant and the Council had previously relied in justifying the proposed development at Braehead, it is considered that paragraphs 23 – 25 on page 68 of the Reporter's Report on the Examination into the Renfrewshire Local Development Plan are relevant and offer support for the approach taken in this assessment.

Paragraph 23 of the Reporter's Report states 'In any event, even if Braehead were not designated as a town centre in the proposed plan (RLDP Proposed Plan), expansion would not necessarily conflict with local and national planning policy. If Braehead were to remain a strategic commercial centre, as it is now, any planning application for expansion would be assessed against the policies in the local development plan, the New Development Supplementary Guidance, the strategic development plan and Scottish Planning Policy.' This provides a clear indication that the loss of Town Centre status does not necessarily mean conflict with planning policy. Keeping an open mind, it is necessary to assess the proposals against the Local Development Plan, as amended by the effect of the Court judgement, and to consider all other material considerations. It is considered that the assessment contained in this report of handling sets out the acceptability of the proposed development at Braehead.

At paragraph 24 of the Reporter's Report, it states 'In the absence of town centre status at Braehead, there would nevertheless, be support from Scottish Planning Policy for expansion at Braehead where no city or town centre or edge of centre sites were suitable or available and the retail impact analysis revealed no significant adverse impact on the role and function of any other network centre and no unacceptable impact on Glasgow City Centre. It is considered that the applicant's Retail Impact Assessment and Sequential Site Assessment demonstrates compliance with this approach. As noted by the Reporter, Braehead remains a strategic commercial centre, within the Network of Centres shown on Figure 11 of the Local Development Plan.

Finally in paragraph 25 of the Reporter's Report it states that the requirement for the sequential approach and analysis of the retail impact means that there would be evidence to show no detrimental impact on any other network centre.' This has been demonstrated by the applicant and accepted as part of the determination of this planning application.

### **Legal Challenge**

Members are asked to note that a legal challenge remains on the validity of the Local Development Plan in relation to the needs of Gypsy/Travellers. Advice has been obtained from Senior Counsel on the materiality of this challenge on the assessment of this planning application which is explained within the attached report. The existence of this challenge is itself a material consideration for the Board.

On balance, however, it is considered that this challenge is not related to the application site or the nature of the development proposed. Even if the challenge were to be successful it is not considered that this would affect the validity of the decision taken in respect of this planning application which is before members.

### **Recommendation and reasons for decision**

In light of the above assessment, it is considered that the proposed development complies with the relevant provisions and policies of the Development Plan and the Environmental Impact Assessment regulations. In such circumstances the proposed development should be approved unless material considerations indicate otherwise.

Having considered all the material considerations, there are none which would lead to the conclusion that the application should be refused.

Section 59 of the Town and Country Planning (Scotland) Act 1997 sets out the time limits for planning permission in principle. Applications for approval required before development can be begun must be made within 3 years from the grant of planning permission in principle and planning permission in principle will lapse unless development is begun within two years from the grant of the last of such approvals. Circular 3/2013 advises that planning authorities can direct that different time periods apply. It further advises planning authorities to be mindful that some major developments will benefit from longer timescales than the statutory 3 year period for applying for certain approvals. It is considered that this is such a development and it is further recommended that Board also issue a direction that the permission be extended from three years to five years.

It is therefore recommended that the application is approved subject to conditions.

---

### **RECOMMENDATION**

Disposed to grant

---

### **Other Action**

- 1 The application requires to be referred to the Scottish Ministers as a result of objections from neighbouring/adjoining planning authorities.
- 2 That a direction be issued with the permission to the effect that the time period of

consent for this planning permission in principle be extended from three years to five years for the submission of the approval of matters specified in conditions and thereafter 2 years in which to commence the development.

## Conditions and Reasons

### 1 Reason for Decision

The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

### 2 Before any work on a site which forms part of any development plot or development area, as identified by drawing number CTM-XX-00-15-1001-06, is commenced, details of the undernoted matters (Approval of Matters) shall be submitted, for that particular development plot or development area, for the written approval of the Planning Authority; the submission shall be in the form of a detailed layout within the relevant development plot or other areas to be developed within the application site (as identified by drawing number CTM-XX-015-1001:06).

#### Approval of Matters

- Height, massing and siting of all buildings and structures generally within the approved parameters
- Design and external appearance of all buildings, open space, urban realm and other structures;
- Means of access to the buildings, open space and urban realm and other structures
- Existing and proposed site and floor levels in relation to Ordnance Datum;
- Hard and soft Landscaping Works
- Roads, footways, cycleways, servicing and layout of underground, multi storey and surface parking and cycle parking provision and pedestrian permeability within and through the site
- Layout of vehicular and pedestrian accesses
- Lighting schemes
- Infrastructure works

Reason: In order to enable the Planning Authority to consider these matters in detail.

### 3 That the details required by condition 2 above shall accord with the parameters as approved by the following plans:-

- Location Plan CTM-XX-00-15-1100-01
- Site Plan/Proposed Building Plots CTM-XX-00-15-1001-06
- Site Plan/Indicative vehicular Access Locations CTM-XX-00-15-1002-06
- Braehead Zone A Parameters Plan (Horizontal Limits of Deviation) CTM-A-00-15-1051-05

- Braehead Zone B Parameters Plan (Horizontal Limits of Deviation) CTM-B-00-15-1055-04
- Braehead Zone A Parameters Plan (Vertical Limits of Deviation) CTM-A-00-15-1053-08
- Braehead Zone B Parameters Plan (Vertical Limits of Deviation) CTM-B-00-15-1057-06
- Demolition and Alterations CTM-XX-00-15-3000-03

Reason: To define the permission, to ensure that the development proceeds in accordance with the parameters and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 4 Prior to the submission of any of the matters specified in Condition 2 above, the developer shall submit for the written approval of the Planning Authority the following:-

(a) a timetable for the phased submission of Applications for Matters Specified in Conditions for each of the proposed development plots, the public realm improvements including civic square, pedestrian and cycle linkages, roads and public transport infrastructure and landscaping works;

(b) proposals for the phased development of the masterplanning of the site including timescales for commencement of development and a programme for completion of the works referred to in (a) above.

Proposals for phasing of the development required by (b) above shall demonstrate that:

- No net additional trading Class 1 comparison floorspace hereby permitted shall be brought into use or shall be operational before the public transport interchange and associated road and highway improvements have been completed and are operational or are available for use;
- not more than 20,000 square metres of net additional trading Class 1 comparison floorspace hereby permitted shall be brought into use or shall be operational before the civic square, public realm improvements and improved pedestrian and cycle linkages, including highway calming on Kings Inch Road, and the Class 7 (Hotel) floorspace have been completed and are operational or are available for use;
- Not more than a further 15,000 square metres of net additional trading Class 1 comparison floorspace hereby permitted shall be brought into use or shall be operational until construction has commenced on the Class 11 (Arena) use.

Thereafter the development shall proceed in accordance with the approved phasing proposals.

Reason: In the interests of the proper planning of the site and to establish a development framework; and to ensure that the development enshrines and delivers the principles of the Braehead Masterplan and to ensure that the works are brought forward in an appropriate and timely manner.

- 5 That the submission required by Condition 4 above shall demonstrate that the proposed transport interchange including the provision of the infrastructure to serve Fastlink or its equivalent service shall be operational prior to the opening of the retail development identified as Development Plot 5. The existing bus station shall not be



closed until such time as the transport interchange is fully operational.

Reason: To ensure that the required infrastructure is in place to serve the development hereby approved.

- 6 Prior to the development commencing on site a scheme to accommodate the provision of Fastlink or its equivalent service shall be provided for the written approval of the Planning Authority.

The scheme shall include the following:-

- An defined route including on and off road and segregated lanes where considered necessary which demonstrates that the service can suitably enter and exit the application site
- Detailed site levels and sectional plans which demonstrate how the route will integrate into the existing road network and Braehead centre as well as Kings Inch Drive and Kings Inch Road
- A traffic signal management scheme including details which gives consideration to the prioritisation of Fastlink
- Swept path analysis
- Provision of halts/stops along Kings Inch Road
- Display of digital timetabling facilities where necessary
- Drainage details
- Operational statement
- Junction / infrastructure works

Reason: To ensure that an optimal route and the necessary infrastructure is provided to serve the Fastlink scheme and to ensure that the works are brought forward in an appropriate manner.

- 7 Prior to work commencing on site details commensurate with Condition 2 above, for the proposed transport interchange as identified as Plot 8 on the approved plans, shall be submitted for the written approval of the Planning Authority and shall include the:-

- Design, scale and siting of the interchange
- Layout and access arrangements
- Location of bus halts
- Swept path analysis
- Existing and proposed levels and sectional drawings
- Operational details
- Pedestrian links to the interchange from outwith and to the centre.
- Landscaping details.
- Digital displays and signage locations

Reason: These details have not been submitted, to ensure that the works are brought forward in an appropriate manner, and to ensure that the development provides for a safe and accessible public transportation hub.

- 8 Prior to work commencing on site and commensurate with the requirements of Condition 2 above, the following shall be submitted for the written approval of the Planning Authority:-

Details of the proposed pedestrian crossing or alternative link arrangement between Plot 5 and the public square. The proposals shall demonstrate that the arrangements will not result in an unacceptably detrimental impact upon traffic levels on Kings Inch Road.

Reason: These details have yet to be provided and in the interests of road and pedestrian safety.

- 9 Prior to the commencement of development on Plot 9 details shall be provided for the written approval of the Planning Authority which demonstrate pedestrian linkages and access arrangements between the main centre and Plot 9.

Reason: These details have yet to be provided and in the interests of road and pedestrian safety.

- 10 Prior to the development of Plot 5 the proposed infrastructure works to the surrounding road network and junctions, including proposed changes to the SCOOT or other traffic signal system, within the application site shall be agreed in writing with the Planning Authority. Thereafter the approved works shall be completed prior to the occupation of the development at Plot 5.

Reason: To ensure that the mitigatory infrastructure works are brought forward in an appropriate manner.

- 11 No part of the development shall be occupied until a Travel Plan, the objective of which shall be to encourage sustainable means of travel, has been submitted to and approved in writing by the Planning Authority in consultation with Transport Scotland. The Travel Plan will identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan. It will incorporate measures designed to encourage modes of travel other than the private car.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75: Planning for Transport.

- 12 Prior to work commencing on any specific development plot or development area as identified on plan no CTM-XX-00-15-1001-06 a fully detailed drainage impact assessment for that development plot or development area shall be submitted for the written approval of the Planning Authority. The submission/submissions shall be based on the outline DIA undertaken by Dougall Baillie Associates dated January 2013. Thereafter the development of each plot shall be undertaken in accordance with the details approved by this condition.

Reason: To ensure that adequate drainage arrangements are provided.

- 13 Notwithstanding the details approved, the minimum floor level of any development shall be 5.5m AOD unless otherwise agreed in writing by the Planning Authority.

Reason: In the interests of flood risk management.

- 14 Prior to any development plot or development area hereby approved being brought into use details of the associated servicing arrangements, including the provision of any bin stores and refuse collection points shall be submitted for the written approval of the Planning Authority. Thereafter, the respective developments shall be implemented in accordance with the approved details.

Reason: These details have not been submitted and to ensure that the proposed developments can be suitably serviced.

- 15 A) Prior to any works commencing on any development plot or development area, a site investigation report (characterising the nature and extent of any soil, water and

gas contamination within that particular development plot or development area) shall be submitted for the written approval of the Planning Authority.

B) If remedial works are recommended within the report/reports approved under 15(A) then a remediation strategy/method statement identifying the proposed methods for implementing all remedial recommendations, or if the development is to be phased then a phased remediation strategy, shall be prepared in accordance with authoritative technical guidance (including BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice; Planning Advice Note 33 (PAN33) and the Council's publication "An Introduction to Land Contamination and Development Management"), and submitted to the Planning Authority for written approval.

Reason: To ensure that the site is suitable for its proposed use.

- 16 Prior to the occupation of any building, or the use of any development plot or development area commencing, a Verification Report confirming completion of the works (for that specific development plot or development area) specified within the approved Remediation Strategy or Phased Remediation Strategy shall be submitted for the written approval of the Planning Authority.

Reason: To ensure that the site is suitable for its proposed use.

- 17 Prior to the demolition and /or any construction work for any development plot or development area taking place a Construction Environmental Management Plan (CEMP) shall be submitted for the written approval of the Planning Authority. Thereafter the demolition / development shall proceed in accordance with the approved CEMP.

Reason: In the interests of ensuring that any environmental impacts are minimised during demolition/construction.

- 18 The net additional trading (Class 1) comparison floorspace of the development hereby approved shall not exceed 41,000 square metres. Class 2 (Financial, Professional and Other Services) and Class 3 (Food and Drink) uses shall not exceed 3,100 square metres (Gross Internal Area). The hotel (Class 7) shall not exceed 200 bedrooms or 11,300 square metres (Gross Internal Area) whichever is the greater. The arena (Class 11) shall not exceed 5000 seats or 18,900 square metres (Gross Internal Area) whichever is the greater. Car parking provision shall not exceed 8500 space in total and the Transport Interchange shall not exceed 11 stands.

Reason: To define the permission, to ensure that the proposed development remains consistent with the supporting Environmental Statement and Transport Assessment, and in the interests of traffic movement and safety.

- 19 No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. Details of the Landscaping Scheme must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- the species, number and spacing of trees and shrubs
- details of any water features
- drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)'

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

- 20 No building or structure of the development hereby permitted shall exceed 50.5m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport and endanger aircraft movements and the safe operation of the aerodrome.

- 21 No development shall take place which proposes a renewable energy scheme until full details of the proposed renewable energy scheme has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. No subsequent alterations to the approved renewable energy scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Glasgow Airport through interference with communication, navigational aids and surveillance equipment.

- 22 The development (including all details for approval and other matters submitted pursuant to this permission) shall be carried out in accordance with the mitigation measures set out in the Environmental Statement (January 2013/October 2015) unless otherwise provided for in any of the conditions or subject to any alternative mitigation measures as may be approved in writing by the Planning Authority, provided that such measures do not lead to there being any significant environmental effects other than those assessed in the Environmental Statement and Addendum.

Reason: To ensure that the development is carried out in accordance with the mitigation measures identified in the Environmental Statement and to comply with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2013.

Fraser Carlin  
Head of Planning and Housing

Local Government (Access to Information) Act 1985 - Background Papers

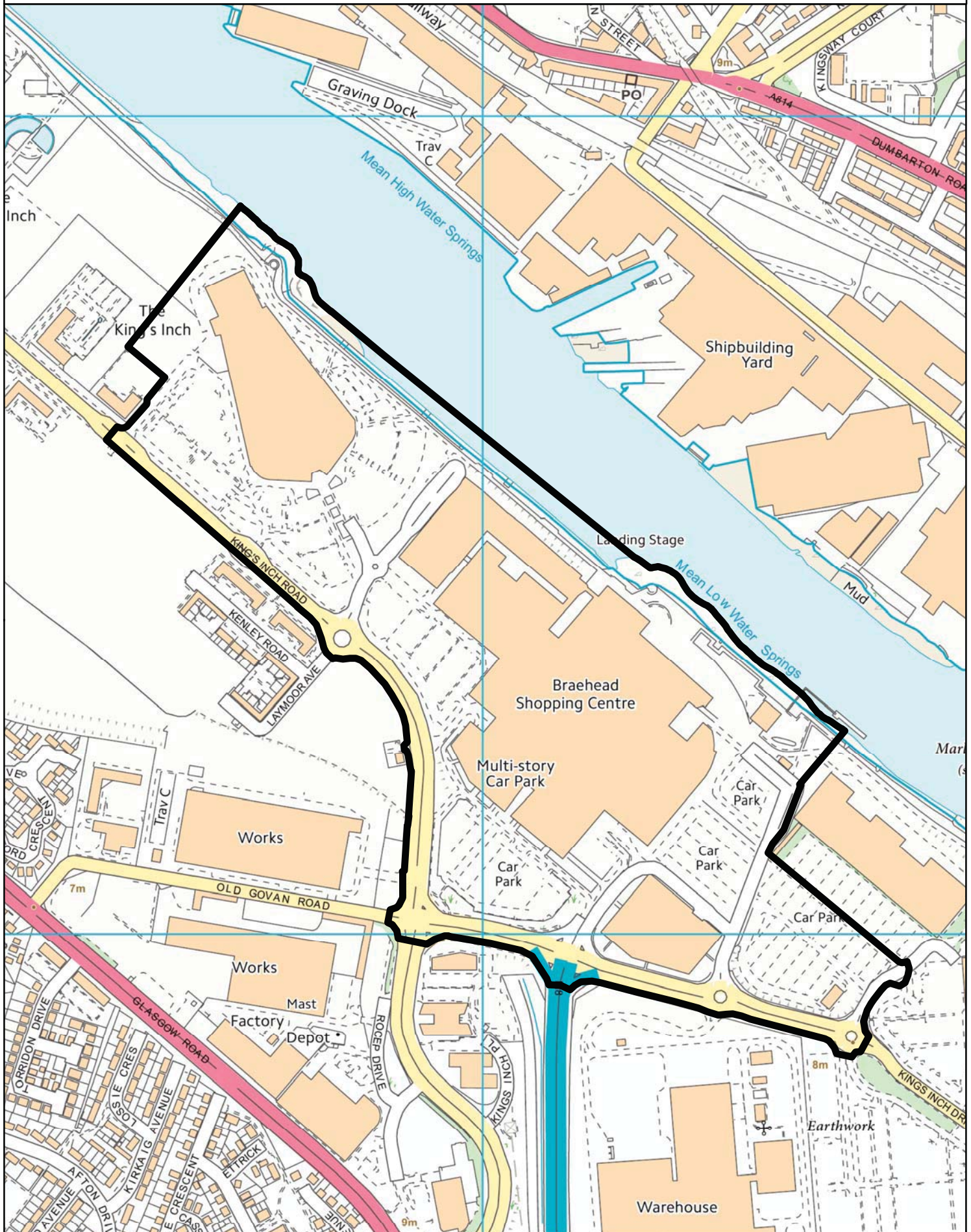
For further information or to inspect any letters of objection and other background papers, please contact David Bryce on extension 7892.





Application Number: 13/0049/PP

Address: Kings Inch Drive / King's Inch Road ( Braehead), Renfrew



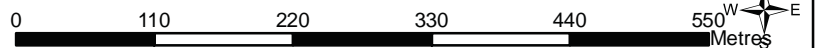
 **Renfrewshire Council**

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2013. All rights reserved.  
Ordnance Survey Licence number 100023417.

Dept: D&H

Created By: ptkinga1

Date: 06/11/2014







# Following Court of Session Judgement



## Renfrewshire Local Development Plan

August 2014

**FIGURE 4 - Spatial Diagram**



- KEY**
- Community Growth Area
  - Housing Action Programme Sites
  - Strategic Economic Investment Location
  - Clyde Waterfront
  - Freight
  - Glasgow Airport Zone
  - Strategic Town Centre
  - Council Boundary Line
  - Paisley South Expansion Area
  - Green Network
  - Glasgow Airport

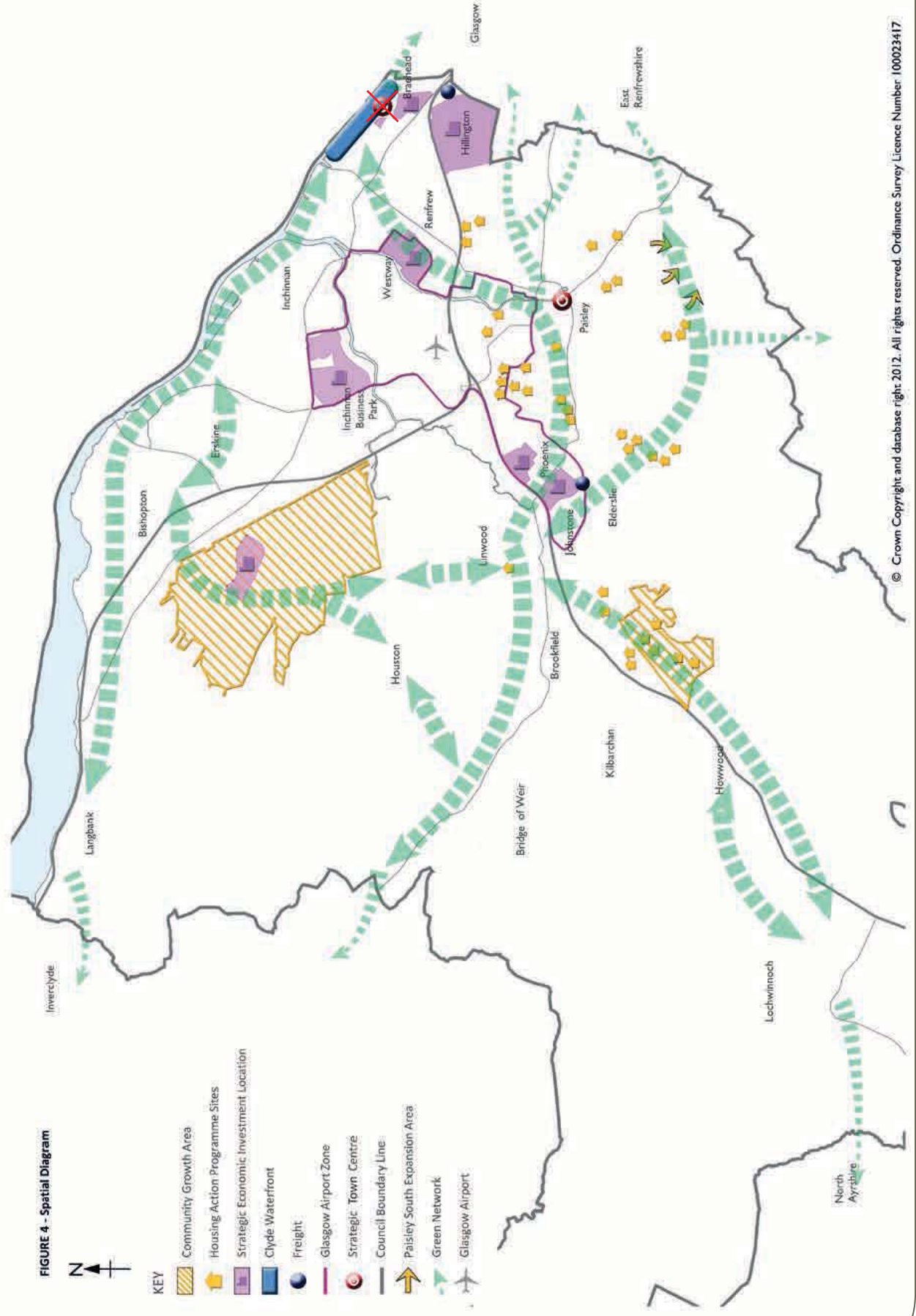




Figure 9 - Renfrewshire LDP Transition Areas

Location of Transition Area	Acceptable uses within Transition Area	Opportunities
Erskine Riverfront	Business and industrial uses within classes 4, 5 and 6 of the use class order, residential, hotels, residential institutions, educational facilities, nurseries, leisure, restaurants (retail uses would not be acceptable)	Fully serviced greenfield sites which could accommodate a range of uses. Opportunity to transform the waterfront area creating a sense of place, increasing connectivity with the town centre and enhancing the green network.
Candren, Paisley	Business and industrial uses within classes 4, 5 and 6 of the use class order, hotels, residential institutions, educational facilities (retail uses would not be acceptable)	A flexible approach to development to deliver regeneration of this area of vacant land. Central location within Glasgow Airport Investment Zone with good links to the M8 and the airport.
North Johnstone	Business and industrial uses within classes 4, 5 and 6 of the use class order, hotels, residential institutions, educational facilities, nurseries, residential (retail uses would not be acceptable)	Opportunity to regenerate this older industrial area to create a more flexible approach which benefits from its proximity to Johnstone Town Centre.
Neilston Road	Residential, business and industrial uses within classes 4, 5 and 6 of the use class order, hotels, residential institutions, educational facilities, retail of a scale appropriate in relation to the Network of Centres	Deliver regeneration of vacant and derelict sites creating a sense of place. A flexible approach to development in this area to encourage uses which compliment Neilston Road Local Service Centre.
Paisley West End	Residential, retail, restaurants and cafes, offices, educational facilities, nurseries, residential institutions	Opportunity to deliver regeneration to significantly improve public realm and the range and quality of uses - benefits from close proximity to West End Local Service Centre and University of West Scotland and links to Paisley Strategic Town Centre.
Paisley East End	Residential, retail, restaurants and cafes, offices, storage facilities, educational facilities, nurseries, residential institutions	A more flexible approach to development in this area to transform this older industrial area to enable a greater mix of uses. Opportunity to improve public realm and strengthen the quality of the areas' environment.
Wright Street, Renfrew	Residential, hotels, residential institutions, educational facilities, nurseries (retail uses would not be acceptable)	Opportunity to manage the transition of this older industrial area and redevelop vacant and derelict sites to create a sense of place.
Middleton Road, Linwood	Residential, residential institutions, educational facilities, nurseries, business and light industrial uses (retail uses would not be acceptable)	Deliver redevelopment of vacant and derelict sites and manage transition of an older industrial area creating a sense of place. Opportunity to strengthen the residential offer within this area and improve links with Linwood Local Service Centre.
Meadowside Street/ Blythswood Area/ Normandy Hotel, Renfrew	Residential, residential institutions, educational facilities, leisure, retail of a scale appropriate to the Network of Centres, nurseries, business, waste management and small scale renewables	A flexible approach to development in this area to deliver regeneration of the older industrial area and failing retail park. Opportunity to improve public realm and strengthen residential offer in this area, improve links with neighbouring residential areas and deliver Renfrew Northern Distributor Road to improve traffic flows within Renfrew Town Centre.
Old Govan Road, Braehead	Residential, business and industrial uses within classes 4, 5 and 6 of the use class order, hotels, residential institutions, educational facilities, nurseries, hotels	Improvements in public realm as well as development of gap sites with appropriate uses to strengthen the quality of the environment on the approach to Braehead Strategic <del>Town</del> Centre. Opportunity to improve links with Braehead Strategic Town Centre and neighbouring residential areas.
Paisley North / Abercorn Street / Renfrew Road, Paisley	Business and industrial uses within classes 4, 5 and 6 of the use class order, hotels, residential institutions, educational facilities, nurseries, leisure, commercial facilities	There are currently a mix of uses within this area therefore there are opportunities for a wide range of developments. This area benefits from being in close proximity to a range of transport options and services. Opportunity to manage the transition of this older industrial area and redevelop vacant and derelict sites.
Underwood Road, Paisley	Business and industrial uses within classes 4,5 and 6 of the use class order, residential institutions, educational facilities, nurseries, leisure, commercial facilities (retail uses would not be acceptable)	There are currently a mix of uses within this area therefore there are opportunities for a wide range of developments. This area benefits from being in a sustainable location, in close proximity to a range of transport options, services and facilities.



Town Centres are always in a state of evolution and their role and function has changed throughout the years. It is recognised that the current retailing trends will change our centres forever.

The strengthening of the vitality and viability of Renfrewshire's centres requires the channelling of investment to allow a diverse range of activities and uses to develop. The LDP will support existing and encourage new uses which contribute positively to the economic and cultural life of centres as well as improving the quality of offer, creating sustainable mixed communities and reducing the need to travel.

Encouraging a day and evening economy by creating vibrant and safe places will be an important consideration for all new developments. Well designed quality spaces, public realm and sustainable access will also be key to improving the economic potential as well as the environment of Renfrewshire's centres.

## Renfrewshire's Network of Centres

Centres have evolved and changed over the years with each of Renfrewshire's centres providing a complementary role and function within the network. (See Figure 10 and Figure 11)

Renfrewshire's Network of Centres comprises of a mix of:

### • Strategic Centres

The Network of Centres can be viewed as hierarchical. The Strategic ~~Town~~ Centres sit at the top of this hierarchy and have a significant role that extends to the whole of or beyond the boundaries of Renfrewshire. These centres provide an appropriate 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 Centres serve towns of significant size and provide local services for neighbouring settlements. They provide a mix of retail offer, 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 town centres. They have a different and more specialised range of uses, physical structure, character and sense of place than the other network centres. Each centre provides a complementary role and function which together adds to the strength and diverse mix of uses within the network.

## Spatial distribution of Renfrewshire's Network of Centres

To help explain the function of the network it has been split into 3 geographic clusters based on the linkages that exist between centres and the complementary uses that they share.

### Clyde Riverside - Braehead, Renfrew, Erskine, Bishopston

The LDP recognises ~~Braehead as a town centre~~. Braehead is identified in the SDP as a Strategic Centre however Scottish Planning Policy does make a distinction between town centres and other centres. The SDP seeks the development of a masterplan for the regeneration of the centre and wider area, as Braehead is central to the Clyde Waterfront regeneration initiative and the emerging community of Renfrew North. ~~The Council recognises that to secure this regeneration the policy backing of town centre status is very important.~~ The implication of this status would be to allow further retail development but the LDP will only support such expansion where it furthers the town centre status and character of Braehead. There is a need for Braehead as a place to develop a town centre rather than a shopping mall character and this must have a bearing on all proposals that emerge in the future.

Braehead has a particular role in Renfrewshire's network of centres. It is the main centre for comparison goods retailing in the area. As the role of Paisley, the traditional retail centre, changes within this network so Braehead

fulfils this function. In doing so Braehead therefore retains significant retail employment opportunities in Renfrewshire and retains retail expenditure within the area that might otherwise be met in further afield locations. Braehead benefits from being under single ownership and remains the only centre within Renfrewshire which has enough flexibility in its built fabric to accommodate future retailing trends.

It is important that Braehead does not provide local scale service and community uses. These are catered for in nearby Renfrew Town Centre. Development of Braehead should not impact on this role for Renfrew as a Core Town Centre, providing local civic and community services for Renfrew and the neighbouring settlements. There is a need for Braehead to continue to develop ~~its~~ town centre character, ~~to reflect its identification as a new town centre in Renfrewshire.~~

The LDP establishes a framework for a masterplan for Braehead, set out in Figure 12. This spatial strategy connects Braehead to its adjacent communities, improves accessibility around and through the centre, enhances its commercial and business functions and delivers substantive enhancements to its public realm. All of this should aim to meet an overall objective of creating a modern and exemplary town centre environment.

Renfrew Town Centre is the main local civic centre serving the Clyde Riverside area. It is an important local retail, leisure and commercial centre providing local community services for Renfrew and the neighbouring settlements. In recent years Renfrew Town Centre has seen the completion of major public realm and shopfront enhancement works. This has greatly benefited the quality of the environment of the centre helping to retain existing uses and promote new uses and development.

Erskine Town Centre is a retail, leisure and commercial centre serving Erskine, Bishopston and Inchinnan. The centre performs well and has experienced few or no vacancies in recent years; however, the role and function of the town centre could be strengthened, creating a place with a range and quality of facilities. The overall quality of the town centres' public spaces and linkages to the waterfront and the town's residential areas also require improvement to help it achieve a sustainable future.

Bishopston Local Service Centre provides local convenience retail, commercial and community uses. Residents however do make use of the services on offer within Erskine Town Centre. Bishopston has developed in a sporadic manner and lacks a focal point within the settlement. The development of Dargavel Village on the former Royal Ordnance Factory site provides an opportunity to strengthen the offer within the settlement and to develop a hub for retail and community uses.

### Paisley Area - Paisley Town Centre, West End, East End, Neilston Road

Paisley Town Centre sits alongside Braehead at the top of the hierarchy of centres being the main civic and cultural hub within Renfrewshire. The centre offers a diverse mix of uses and a high level of attraction and accessibility. The centre provides a focus for business, community, leisure, heritage and educational uses and provides an attractive setting to live, work and visit.

While Paisley Town Centre has a rich mix of attributes its role is changing. Retail remains important to the future of the centre, however, this will focus more on convenience retailing and independent and local retailers. As the comparison retail offer contracts the strategy is to build on its strengths as a transport hub and a centre for community, cultural heritage, leisure, education and residential functions. Paisley Town Centre has a range of assets which are unique within Renfrewshire and are vital in supporting the overall strength of the Network of Centres. The spatial strategy for the centre is presented in Figure 13 showing a more concentrated retail area, with improvements to accessibility and circulation in and around the centre by potential enhancements to pedestrian, cycle and vehicular networks and the enhancement of attractions as well as heritage and cultural assets.

Paisley Town Centre is supported by the West End, East End and Neilston Road Local Service Centres. These centres fulfil an important role in supporting the local population providing retail and commercial uses which add to the range and choice of uses available in the Paisley area.

### West Renfrewshire - Johnstone, Linwood, Bridge of Weir and Lochwinnoch

The West Renfrewshire area is well served by a mix of town, local service and village centres which relate to and reinforce each other's role and function.

Johnstone Town Centre is the largest and most diverse centre within West Renfrewshire. In addition to its local retail offer, it is a civic and commercial centre providing local community services for West Renfrewshire.

Johnstone Town Centre, in common with other similar sized centres faces a number of challenges. Importantly, it needs to continue to refresh and improve its offer to ensure that it retains a competitive edge and remains the service centre for the wider West Renfrewshire area. The Council are making a significant investment in Johnstone Town Centre, delivering a new town hall for Johnstone to be opened in 2015. This will be a catalyst for further development opportunities.

Linwood (on completion of planned redevelopment), Bridge of Weir and Lochwinnoch Local Service Centres provide convenience retail, commercial and local community uses to meet local demand. Proposals to redevelop Linwood will result in dramatic improvements in terms of the vitality and viability of this centre. This centre will play an important role in the provision and choice of convenience retailing in West Renfrewshire and will attract shoppers from the neighbouring settlements.

Bridge of Weir's centre provides a diverse mix of specialist independent convenience and comparison retailers, as well as local commercial uses that contribute to and meet the needs of Bridge of Weir and the neighbouring villages.

Lochwinnoch, due to its location, doesn't perform the same complementary role as the other centres within West Renfrewshire, although specialist uses within the village may attract visitors from the wider area. This centre is essentially independent providing local services for the village.

Although not included in the network of centres other villages within West Renfrewshire do offer complementary uses which add to the strength and diverse mix of uses within the network in this area. These villages do not form part of the network as often the settlement and its centre are very small, or the shops and services are dispersed throughout the settlement in such a way that they do not take the form of a centre.

### Commercial Centres – Linwood Phoenix, Abbotsinch Retail Park, Braehead Retail Park

Within the Phoenix Commercial Centre and the Braehead Commercial Centre, there may be opportunities for some ancillary and / or enabling commercial development to complement the existing uses.

Renfrewshire's Commercial Centres will continue to reinforce the role and function of the Strategic Centres and Core Town Centres within the network and support will not be given to developments which could adversely impact upon the role and function of any other Network Centre, particularly the Strategic Centres.

Blythswood Retail Park is identified as a Transition Area in the LDP. The retail park is in a marginal retail location and has struggled to attract retailers since the loss of key anchor stores a number of years ago. A more flexible policy approach to allow for a greater mix of uses will help stimulate investment and improve the vibrancy of this area.

Figure 10 - Renfrewshire Network of Centres

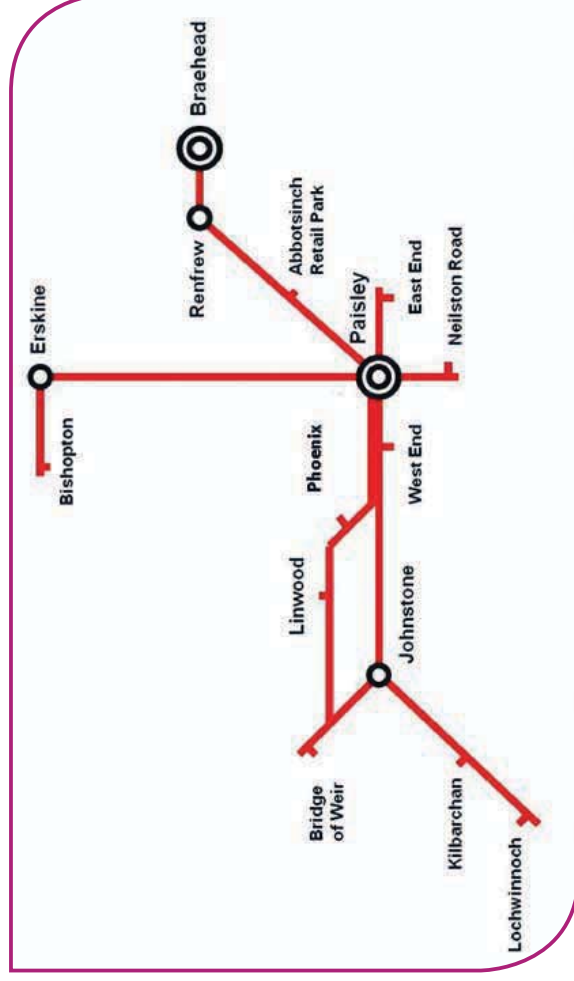
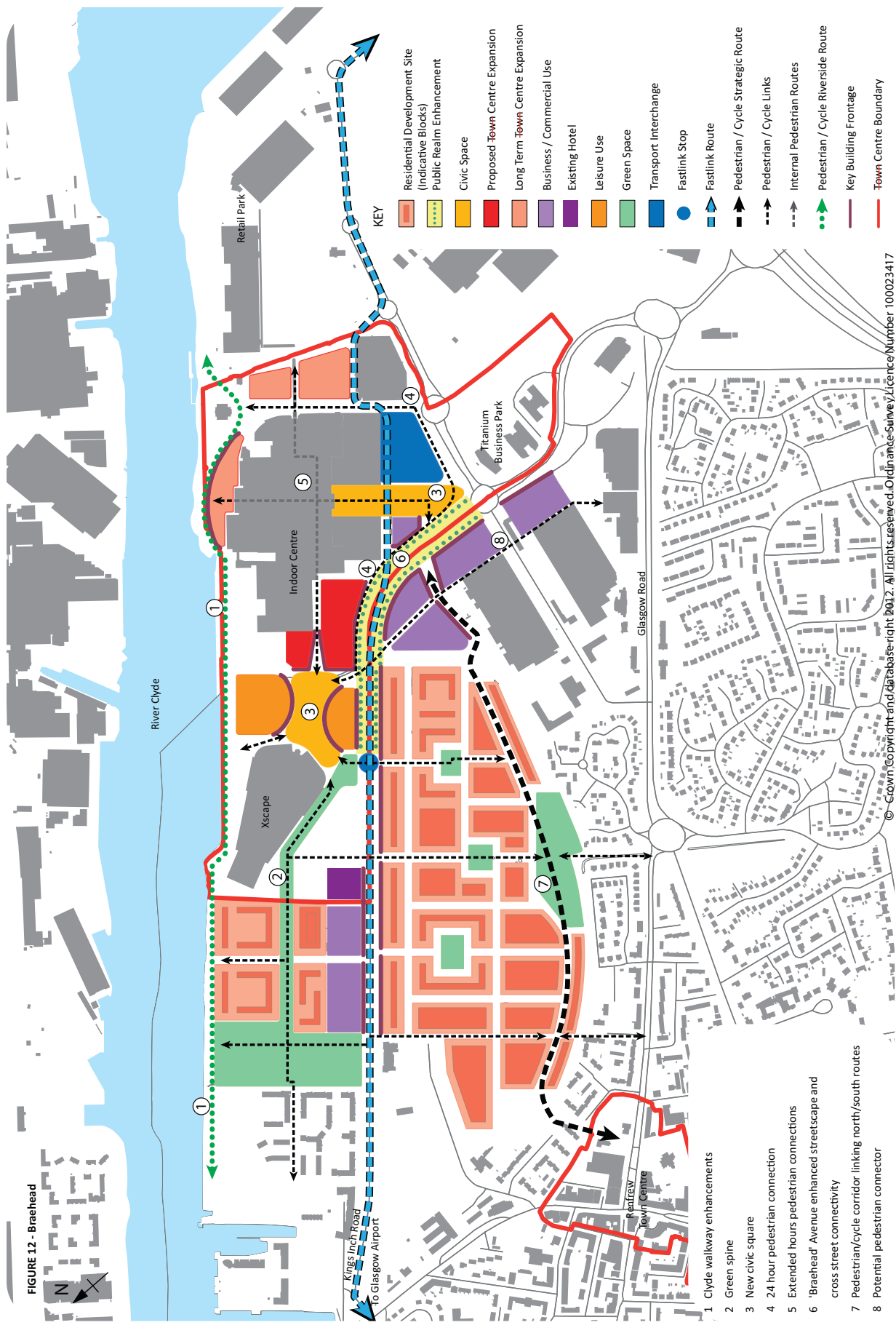


Figure 11 - Renfrewshire Network of Centres Role &amp; Function

Centre	Role and Function	Challenges/Opportunities
<b>Strategic Centres</b>		
Paisley Town Centre	Renfrewshire's main civic and cultural centre. Offers the most diverse mix of uses and attributes providing a hub for transport, retail, business, community, leisure, heritage, health and educational uses.	Area regeneration and diversification as the retail offer contracts - reinforce community role, residential development and promote university and heritage areas. Improving circulation and access by enhancing the pedestrian, cycle and vehicular network.
Braehead Town Centre	Principal retail centre within Renfrewshire with strong supporting leisure, commercial, and business uses.	To develop the town centre character, creating a sense of place and increasing connectivity between Braehead and Renfrew while developing a hub for public transport. Significant opportunity for development of town centre uses that will continue to stimulate and complete the wider Clyde Waterfront regeneration.
<b>Core Town Centres</b>		
Renfrew Town Centre	Local retail, civic, leisure and commercial centre providing local community services for Renfrew and neighbouring settlements.	Opportunities to have better linkages and connections to Braehead for a range of uses and transport functions. Continue to strengthen and refresh the offer within the town centre to maintain its vitality and viability.
Johnstone Town Centre	Local retail, civic and commercial centre providing local community services for West Renfrewshire.	Opportunity to deliver regeneration - integrate new civic hub with existing role and function, improve public realm and encourage complementary uses within the town centre. Encourage residential regeneration into the town centre.
Erskine Town Centre	Local retail, leisure and commercial centre providing local community services for Erskine, Bishopston and Inchinnan.	Strengthen the role and function of the town centre, creating a place with a range and quality of facilities appropriate for a town of its size. Opportunity to improve overall quality of the town centres' public spaces and linkages to the waterfront. There is a need to demonstrate that development does not have an adverse effect on the integrity of the Inner Clyde SPA.
<b>Local Service Centres</b>		
Linwood	On completion of planned redevelopment, the centre will provide convenience retail, commercial and local community uses to meet local demand.	Deliver regeneration of the centre to significantly improve public realm and the range and quality of uses (primarily retail offer).

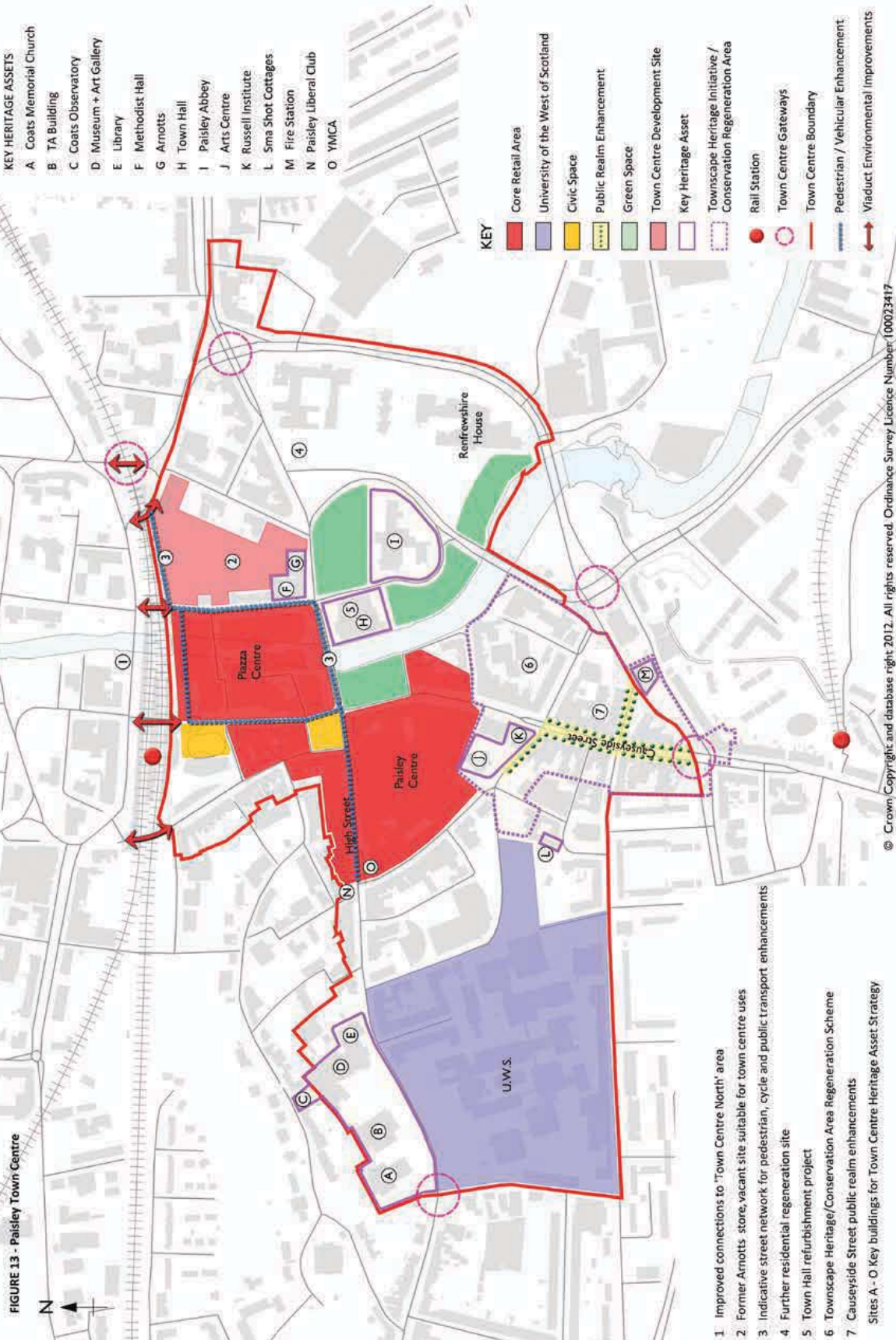
Centre	Role and Function	Challenges/Opportunities
Bridge of Weir	Local convenience retail, commercial and community village centre.	Improvements in public realm as well as development of gap sites with appropriate uses to strengthen the quality of the centres' environment. Opportunity to strengthen local convenience retail offer within the village.
Bishopston	Local convenience retail, commercial and community village centre.	Protection and enhancement of village centre to support existing services.
Dargavel at ROF Bishopston	Local convenience retail, commercial and community village centre.	Opportunity to strengthen the offer within the settlement and develop a hub for retail, community and other complementary uses.
Lochwinnoch	Local convenience retail, commercial and community village centre.	Protection and enhancement of physical fabric of buildings and surrounding areas to support the existing services within the village.
Paisley West End	Local retail and commercial service centre.	Improve offer which would include a range of uses and reduce vacancy rate within the centre - improvements to the quality of the environment and area regeneration.
Paisley East End	Local retail and commercial service centre.	A flexible approach to development in this area to encourage other complementary uses in and around the centre.
Neilston Road	Local retail and commercial service centre.	Develop and refresh offer as well as extend area of the centre to build upon the diversification of the centre.
<b>Commercial Centres</b>		
Phoenix	Out of town retail and commercial centre.	Continue to ensure that buildings and built environment modernise and evolve to facilitate a range of commercial and retail uses appropriate in this location. Ensure centre continues to support the network and there is no significant impact on town centres.
Abbotsinch	Out of town retail centre.	A flexible approach to accommodate an appropriate range and choice of retail offer within centre to maintain an attractive and viable retail location. Ensure centre continues to support network and there is no significant impact on town centres.
Blythswood	Transition area.	Manage the change of Blythswood Retail Park from an out of town retail location to a mixed use transition area.
Braehead Retail Park	Edge of Centre Retail and Commercial Location.	Improve linkages with Braehead Town Centre and promote remaining development sites to improve range of commercial and retail offer appropriate in this location. Ensure centre continues to support network and there is no significant impact on town centres.

FIGURE 12 - Braehead



© Crown Copyright and database right 2012. All rights reserved. Ordnance Survey Licence Number 100023417







## POLICY C1 - Renfrewshire Network of Centres

Each of the centres in Renfrewshire form part of a diverse, interconnected network of places to live, shop, work, enjoy entertainment, leisure and cultural activities and gain access to important transport connections. The Council welcomes development that will strengthen the network and enhance its centres, ensuring they are places which are vibrant, inclusive, accessible and complementary, as well as compatible with surrounding land uses. All proposals will be considered in line with the hierarchy and role and function of centres detailed in Figure 11 and against the development criteria set out within the New Development SG.

## POLICY C2 - Development Outwith the Network of Centres

Proposals for retail and commercial developments out with the network of centres require to demonstrate that the following has been considered and that the location is appropriate for the use/development. Proposals out with the network of centres should:

- Provide clear justification as to why sites within the network of centres have been discounted, demonstrating a sequential approach has been undertaken to site selection;
- Demonstrate that the development will contribute to the area without significantly impacting on the vitality and viability of the centres within the defined network;
- Demonstrate that proposals are of an appropriate scale and do not significantly impact upon the function, character and amenity of the surrounding area; and
- Demonstrate that the development would tackle deficiencies in qualitative or quantitative terms that cannot be met in the network of centres.

All development proposals will be assessed against the relevant criteria detailed in the New Development SG.



## LDP Objectives

- The regeneration and evolution of the Strategic Development Plan strategic centres and other town and village centres as places of municipal, commercial and community value
- An enhancement in the natural and built heritage environment of Renfrewshire in support of the health of its communities, attractiveness of its places and setting for economic recovery
- Regeneration and renewal of existing urban areas as energy efficient, healthy and safe places

## Programme of Delivery

The spatial strategy will be implemented through a number of key actions including:

- Work in partnership to develop Centre Strategies, Action Plans and Management Plans for centres to strengthen the role, function and diversification of uses within Renfrewshire's Network of Centres
- Continue to promote and develop initiatives such as Paisley Townscape Heritage Initiative to help building restoration and enhance public realm as well as leveraging in additional resources for investment
- Continue to develop initiatives targeted at promoting improvements to frontages and the fabric of our centres
- Develop more partnership approaches to tackling priority stalled sites and buildings such as joint venture arrangements, leveraging in more resources and skills to implement projects and proposals

(Please refer to the LDP Action Programme for full implementation and delivery details)