

Development Framework

Barrhead North

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PART 1:

INTRODUCTION AND CONTEXT

INTRODUCTION

This Development Framework is the first stage in the preparation of Supplementary Planning Guidance (SPG) for the development of three important sites in Barrhead, known as Glasgow Road Corridor, Shanks Park and Grahamston Road/Blackbyres Road ('Bunzl'). Together these sites make up the Barrhead North Master Plan area as set out under Policy M3 of East Renfrewshire Council's proposed Local Development Plan (LDP). The M3 Policy brings together these former industrialised areas and identifies them as a Strategic Development Opportunity (SDO). This is in recognition of the need to bring the sites back into a viable use, reuse brownfield land eradicating the past legacy of industrial use and realise the Council's vision to see unused and problematic post-industrial areas transformed.

The Development Framework is a collaborative document led by the Council with input from land owners and developers for the three sites. The Framework approach has been chosen to allow a coordinated approach to access, infrastructure and design across the sites. The Framework provides a high-level strategy for the delivery of high-quality, sustainable and realistic development on the three sites.

The Framework document will guide the creation of master plans for the three sites, will be developed into Supplementary Planning Guidance and when the Local Development Plan is adopted, the SPG will form part of the Local Development Plan. It will be used by planning officers, developers and other stakeholders in the preparation and assessment of planning applications for the sites.

At this stage the Development Framework identifies an overall vision and overriding key principles for the whole area and considers opportunities for each of the three distinct sites.

CONTEXT

East Renfrewshire lies within the Glasgow and Clyde Valley in close proximity to the conurbation and with good transport links to both Glasgow and Ayrshire. East Renfrewshire is a popular and sought after location to live due to the high quality residential environment, excellent education facilities and its highly accessible location. Barrhead has a population of approx 16,200 and is located to the west of the M77 with main access routes to the motorway junctions being either through Glasgow (M77, Junction 3) or Newton Mearns (Junctions 4 & 5). The town is also served by a rail station on the Glasgow - Kilmarnock rail line.

Barrhead has faced post-industrial challenges with decades of industrial decline and the resulting legacy of unproductive brownfield sites. A master plan led approach to the regeneration of Barrhead town centre was launched in 2002 with the positive outcomes now being realised. The town centre is well served with local services including health centre, council offices, library and leisure centre and also a strong retail offering. Barrhead North is located on the edge of town and has the particular challenge of extensive areas of unproductive brownfield sites and the associated negative impact on neighbouring communities and the town in terms of lost employment opportunities and negative perception.

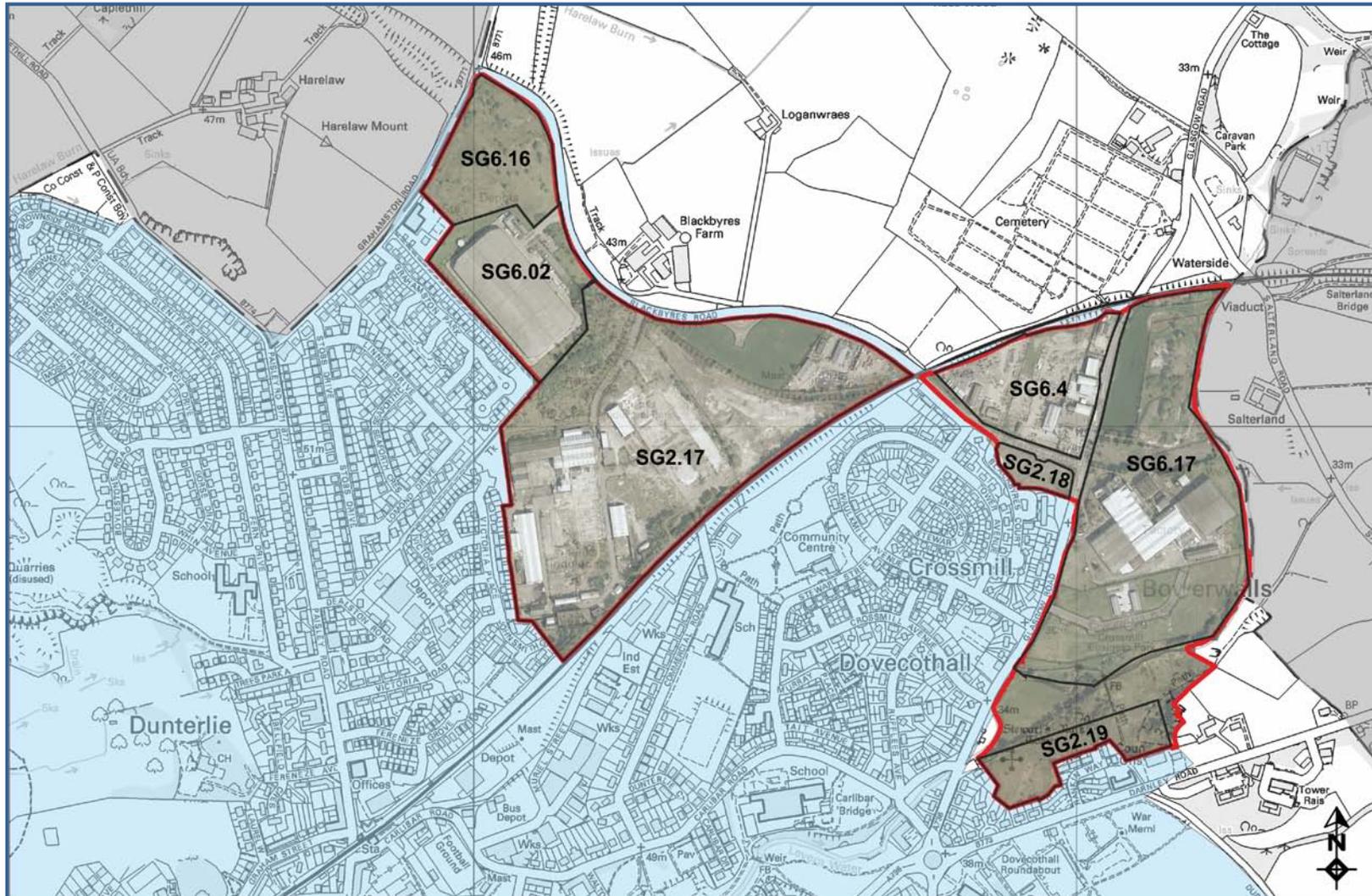
To address this post-industrial legacy it is essential that the Council provides clear guidance to potential developers, setting a clear vision for the area and establishing development principles to guide opportunities. This Framework will set out that context and ensure requirements are set to guide preparation of master plans.

The development of Barrhead North is an essential element of the future growth of Barrhead and will complement the regeneration of the town centre and future growth within the residential green belt release at Barrhead South. It will provide an effective employment and residential land supply for many years into the future in a planned and controlled manner and will stimulate growth within this area creating a desirable location to live and work. The Council has a clear strategy to enable the delivery of development in the area and recognises that financial viability will be critical to development actually taking place on site.

This development framework will set the context for the master plans to be initiated, setting out the Council's objectives for the area and individual sites. Where planning obligations are required these will be identified as soon as possible through the master plan process, in line with Scottish Government Circular 3/2012. By the nature of the challenges and the ownerships involved, this has been a partnership based collaborative approach. To be successful, the delivery will require the on-going co-operation from all the development parties and the Council together with an agreed and shared approach to community engagement, the management of risk, and a well managed reporting process.

Together the sites offer the potential to create a vibrant community with employment and residential opportunities within accessible and desirable locations. The desired outcome is for the framework to be the basis of detailed master plans that will deliver a mix of house types and tenures that meet the diverse needs of the growing East Renfrewshire population and effective employment land that is attractive to investors. It will integrate development with existing communities providing attractive new homes, economic growth opportunities and amenities.





MAP 1: Policy M3 - Strategic Development Opportunity

Barrhead North

The master plan area is located to the north of Barrhead . It covers a range of sites including existing business and employment sites which will remain. Three distinct areas are to be developed:

Glasgow Road (SG6.17)

Shanks Park (SG2.17)

Grahamston Road/ Blackbyres Road 'Bunzl' (SG6.16)

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POLICY CONTEXT

National, Strategic and Local Policy

National, regional and local policy documents have a major influence on East Renfrewshire's Local Development Plan process and provide a statutory framework to which its policies must adhere.

There are a number of key influences with the following key documents of particular relevance:

- The Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006;
- The Town and Country Planning (Development Planning) (Scotland) Regulations 2008;
- Climate Change (Scotland) Act 2009;
- Circular 1/2009: Development Planning;
- Scottish Planning Policy (2010); and
- Various Circulars and Planning Advice Notes.

In addition to the above provisions, the Local Development Plan required to be consistent with the Glasgow and the Clyde Valley Strategic Development Plan, approved by Scottish Ministers in May 2012, and with the National Planning Framework for Scotland 2 (NPF2).



National Policy

The National Planning Framework 2 sets out the Scottish Government's strategy for the long-term development of Scotland's towns, cities and countryside to 2030. The National Planning Framework 2, Scottish Planning Policy, Circulars and Planning Advice Notes, provide thematically-based advice on topics such as green belts, employment, flood risk and housing. The Central Scotland Green Network is highlighted as a National development within NPF2 and must therefore be considered. This series of documents also contains guidance on how Local Development Plans should be prepared. The full range of national planning policy documents can be viewed on the Scottish Government website.

The Scottish Government also places emphasis on increasing sustainable economic growth; contributing to sustainable development; tackling climate change and reduction of carbon emissions. Strong emphasis is placed on the creation and maintenance of high quality places and developments.

National Planning Framework 3 (NPF3): Main Issues Report and the Draft Scottish Planning Policy were launched for consultation on 30 April 2013 and their provisions consolidate and expand the emphasis on sustainable economic growth and creating well designed, attractive places for Scotland's people.

It is with these points in mind that the Vision for Barrhead North has been developed. It is an exciting opportunity to shape a development that contributes not only to the sustainable growth of East Renfrewshire but also to the wider national ambition. It offers the opportunity for economic growth, employment generation and improved housing choices. Of significant importance is the opportunity to remove blighted and damaged sites and bring a transformational change to the town of Barrhead. The master plan area encompasses major brownfield sites, offering real opportunity for job creation, stimulating economic regeneration. New residential development will offer a range of housing size, type and tenure.

The Government design guidance contained in 'Designing Streets', 'Designing Places' and the recently published, 'Creating Places' should be considered key reference documents.

Regional Policy

The Glasgow and Clyde Valley Strategic Development Plan provides the geographical framework within which the Proposed Local Development Plan is formulated. The Strategic Development Plan sets out a vision and strategy for the development of the Glasgow and Clyde Valley region up to 2035, and the Proposed Local Development Plan requires to be consistent with this.

The central aim of the Strategic Development Plan is to create a long term sustainable future for the city region looking to 2035 and is predicated on an optimistic recovery of the wider region's economy and a quicker return to past growth rates. The Strategic Development Plan also identifies the housing requirement for both the private and affordable sectors based upon the findings of the Glasgow and Clyde Valley Strategic Housing Need and Demand Assessment (2011). Within this master plan boundary, opportunity exists for the creation of around 450 new homes.

The Strategic Development Plan also has a key strand relating to reuse of brownfield land, identifying it as a development priority and environmental priority and to attract economic activity.

Local Policy

The Council's development strategy, as detailed within the LDP, has identified three major areas of change (known as Strategic Development Opportunities) capable of accommodating new housing, employment, community/leisure facilities and other development linked to public transport improvements up to 2025 and beyond.

These three SDOs are the primary focus of growth with development and delivery controlled through a master planning, phasing and infrastructure requirement approach defined in Policy M1 of the LDP.

Growth will predominantly be delivered in these three areas as set out in Strategic Policy 1: Development Strategy. These major areas are urban expansion at Malletsheugh / Maidenhill Newton Mearns SDO (Policy M2.1) and Barrhead South – Springhill, Springfield, Lyoncross SDO (policy M2.2; along with the major regeneration proposal at Glasgow Road / Shanks Park SDO (Policy M3) that is considered in this document and referred to as Barrhead North.

The proposals at Barrhead North will need to meet the policy requirements set out in Strategic Policy 2: Assessment of Development Proposals and Policy D1: Detailed Guidance for all Development. The sites designated as areas for Economic Development will also have to meet the policy requirements as set out in Policy SG6: Economic Development. Further policies within the LDP will be relevant dependent upon the detail of development proposals.

Council Strategies

The Proposed Local Development Plan is the spatial interpretation of the aims and aspirations of East Renfrewshire Council and strongly aligns with other key Council strategies and in particular the Community Plan, Corporate Statement, Single Outcome Agreement, the Place to Grow Strategy, the Local Housing Strategy (2012-17) and the Local Transport Strategy.

The Single Outcome Agreement sets out the most important priorities of our residents. It is the core strategic document for the East Renfrewshire Community Planning Partnership and consists of 5 local outcomes. The Single Outcome Agreement recognises many of the current issues of relevance to the LDP including the need to promote sustainable development.

The Place to Grow Economic Strategy was published in 2013 to provide new economic opportunities and to attract new employers and business start ups. Barrhead North offers significant potential to contribute to this strategy by supporting existing business and new investment opportunities and to drive further economic growth.

The Local Housing Strategy – the Housing (Scotland) Act 2001 requires local authorities to prepare a Local Housing Strategy supported by an assessment of housing need and demand. The results of the regional Strategic Housing Need and Demand Assessment inform the approach to housing needs and demands in the Local Housing Strategy which includes a housing supply target covering all tenures.

The Local Transport Strategy both contributes to and complements the National and Regional Transport Strategies in respect of the key aim of both policy statements to reduce the need for travel.

Other Major Development Sites have been identified in the Local Development Plan at Barrhead South and Maidenhill/Malletsheugh, Newton Mearns. Each site will be master planned and will contribute to realisation of the Council's wider strategic aims and objectives.

Summary of Other Main Contextual Documents

Adopted Supplementary Planning Guidance (SPG), particularly on Affordable Housing and Development Contributions - These are adopted Council documents and set out the Council's requirements for each topic. The Affordable Housing SPG has been updated as part of the Proposed Local Development Plan and has been the subject of consultation. The provisions in both these documents should be considered carefully when developing the master plans.

Supplementary Planning Guidance (SPG) has been prepared as part of the Proposed Local Development Plan process. Most relevant to the master plans are the Supplementary Planning Guidance on Green Infrastructure, Energy Efficient Design and on the Green Network and Environmental Management. These supplement the policies and proposals of the Proposed Local Development Plan. The finalised Supplementary Planning Guidance will be a material consideration in the determination of planning applications until such times as the proposed Local Development Plan is adopted when it will form part of the Local Development Plan.

The above summarises the policy context within which the Proposed Local Development Plan has been formulated and outlines the needs and demands that the Council is addressing – from all levels of Policy.

The Framework has been prepared to both assist the Reporters during the course of the Local Development Plan Examination and also to inform the preparation of the master plans and the subsequent Supplementary Planning Guidance. It will also prepare a sound footing for developers to prepare and submit planning applications.

OVERALL VISION

The transformation of post-industrial brownfield sites into productive communities that contribute to the economy of Barrhead. They will create a socially inclusive community through employment opportunities, services and mixed housing to meet local needs and enhance the reputation of the area. The outcome will be a dynamic and competitive local economy which will have been planned with sustainability and design at its heart to ensure that Barrhead North is a desirable 'place to grow'.

DEVELOPMENT PRINCIPLES

- 1. Creation of place** - Design of development will incorporate the principles of *Designing Streets* in order to create streets that function for all users forming a legible hierarchy of routes that eases movement and creates distinctive environments.
- 2. Positive design** - Buildings will be designed to create a welcoming and inviting place with a unique character. Buildings will address key views and define character areas within the sites.
- 3. Connection and integration** - New connections will be introduced to the existing footpath network and streets, encouraging travel and movement between new and existing communities.
- 4. Green spaces** - Layouts will make use of the extensive network of green spaces in and around Barrhead creating links within the sites to the wider area whilst creating new green networks and green spaces within the development.
- 5. Sustainable communities** - Sustainability will be at the heart of all development ensuring liveable and energy efficient homes, creation of jobs, opportunities and community.



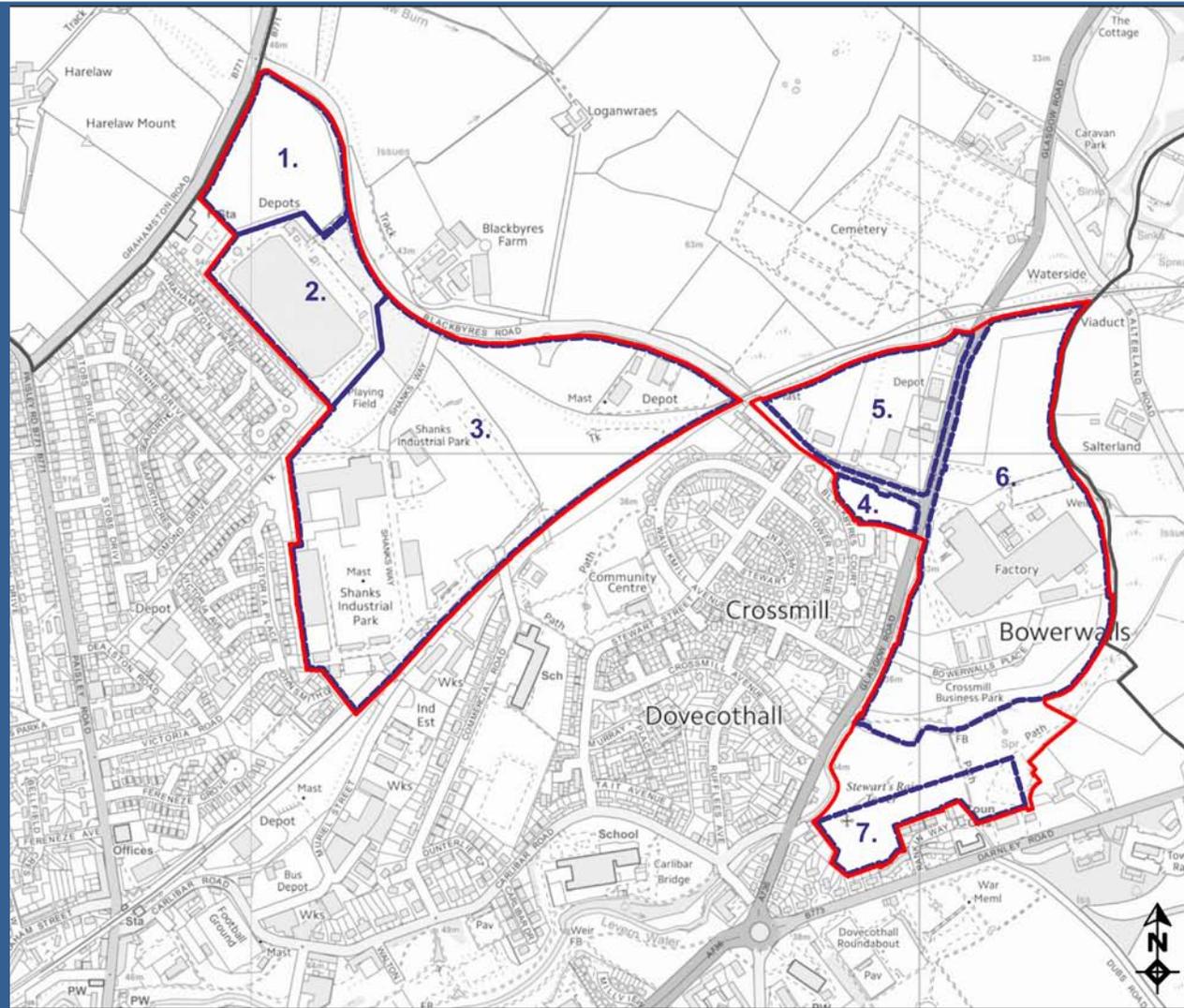
COMMUNITY ENGAGEMENT

The three Barrhead North sites are large areas of land already tied into the fabric of Barrhead. Changes to these sites will have an impact, not just on immediate neighbours to the sites but to communities in the wider area. The aim of the master plan sites is to bring about positive change and regeneration, but to some there may be perceived negative effects. The process of creating a Development Framework/SPG provides an opportunity to manage how communities understand and deal with these changes and to minimise any negative preconceptions.

Providing understandable and honest information about the process from an early stage will be vital to achieve community buy-in and support. Awareness raising can begin in early 2014 through the Council and local groups. There are also statutory stages for community engagement including consultation on the Supplementary Planning Guidance document and engagement at Proposal of Application Notice stage (which occurs prior to submission of a major planning application). It is essential at these more formal stages to go beyond the standard minimum and employ effective and even innovative techniques. Partnership working between Council departments, developers and external stakeholders will facilitate this.

MAP 2: Site Ownership

1. Grahamston Road/
Blackbyres Road (Bunzl) -
single private ownership
2. Blackbyres Road - Single
Private Ownership
3. Shanks Park - East
Renfrewshire Council and
private ownership
4. Blackbyres Court - East
Renfrewshire Council
5. Glasgow Road West -
multiple private
ownership
6. Glasgow Road East - East
Renfrewshire Council
7. North Darnley Road - East
Renfrewshire Council



- M3 Masterplan Area
- SITES
- 1. Bunzl
- 2. Blackbyres Road
- 3. Shanks Park
- 4. Blackbyres Court
- 5. Glasgow Road West
- 6. Glasgow Road East
- 7. North Darnley Road

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PART 2:

GLASGOW ROAD CORRIDOR

CONTEXT AND SITE HISTORY

Glasgow Road links the Barrhead town centre from the Dovecot Hall roundabout to the northern boundary of East Renfrewshire with Glasgow City Council at the Hurllet Road junction. Glasgow Road is dissected by the raised Glasgow to Kilmarnock Rail line. It is the area to the south of the railway line that is included within the master plan area. This section of Glasgow Road is referred to as the Glasgow Road Corridor.

The Glasgow Road Corridor is recognised as being a strategic location within the emerging LDP and is identified as appropriate for a concentration of employment generating uses and community / leisure facilities. There are a number of established businesses within the corridor that are located within a productive area to the north west of the Glasgow / Blackbyres Road junction and within Crossmills Business Park. The business park is owned by the Council and provides serviced plots for commercial use, the majority of these plots are currently available. The existing businesses are varied in scale and nature providing a broad employment base. The emerging LDP supports these uses and it is the intention that the master planning of the neighbouring site will complement them, creating a dynamic and competitive local economy. The main development sites to be considered in the master plan are the former Nestle Purina Factory and former Scottish Water treatment plant. These sites bound each other and are owned by the Council allowing their full development potential to be considered. These are brownfield sites extending to approximately 9ha in total that have not been in productive use for nearly a decade. The plan also identifies two residential development sites within the Glasgow Road Corridor. One has an estimated capacity of 15 units for development prior to 2025 and the other has estimated capacity of 60 units for development post 2025. The development sites on Glasgow Road identified for consideration in the master plan are all within the ownership of the Council.

Historically there has been a factory on the former Nestle site since circa 1930 with ownership most recently transferring from Spillers to Nestle Purina in 1997. The factory employed approximately 500 staff at its peak under the ownership of Spillers however as a result of commercial pressures the factory closed in 2004 leaving a large brownfield site that has since lain unproductive. Since the closure, there has been mixed use development proposals including residential promoted by developers however these were contrary to national, regional and local policy at the time. The Council has now taken a proactive approach to securing the delivery of development on the site through its purchase in 2012, the subsequent demolition and clearance of the old factory buildings, the formation of the access roundabout and the promotion of the emerging LDP strategy.

Figure 2: Historical Context



SITE DESCRIPTION

The former Nestle Purina factory site and former Scottish Water treatment plant are located to the east of Glasgow Road over to the Lavern Water, bounded to the South by Crossmill Business Park and to the north by the raised railway line. The Lavern Water, as it runs along the eastern edge of the site forms the boundary with Glasgow City Council. The site covers approximately 9ha and has not been in productive use for over a decade.

The former Scottish Water site covers approximately 3.3ha with access currently taken from Glasgow Road. The Council has recently been successful in securing funding to deliver the Waterworks project in partnership with Kew Gardens. This project will transform the derelict treatment works into a community garden that will be developed and managed by a social partnership including the Council, Barrhead High School and local community groups. Areas of the Scottish Water site are located within the 1:200 year flood zone as defined through a flood risk analysis undertaken during the construction of Crossmill Business Park. As part of the construction of Crossmills Business Park an area of compensatory flood storage was formed within the Scottish Water site.

The former Nestle site covers approximately 5.7ha and currently has a main access onto Glasgow Road. A roundabout is currently being constructed by the Council at the junction of Glasgow / Blackbyres Road that will facilitate access for more intensive uses within the site. This roundabout will also improve the junction and provide access to the Scottish Water site. The former factory buildings have been demolished with the majority of the hard standing on site also grubbed up. The only obvious remnant of the previous use visible on site is the suspended concrete pad at the eastern boundary. The access road within Crossmills Business Park runs to the southern boundary of the site creating the opportunity for the developments to be linked. The Lavern walkway runs to the south of Crossmills Business Park providing an opportunity to link path networks to the north of the site with the town centre.

Figure 3: Localised Context



OPPORTUNITIES

Use

The site is designated as a safeguarded business and employment area (Policy SG6) in the emerging local development plan and the Council will support a flexible approach to ensure the delivery of such uses within this site in a manner that delivers sustainable economic growth. Policy SG6: Economic Development details this support highlighting that this site is a core component of the development strategy with existing, new and relocated employment generating uses being supported. The Council's development strategy has recognised that this site is the most appropriate within the Barrhead North area for these employment generating uses and has concentrated the majority of the designation to Glasgow Road.

The site presents a significant opportunity for a mixed use development that would support a dynamic and competitive local economy providing local jobs and creating inward investment opportunities. The policy framework for development of this site is positive and flexible with community and leisure facilities encouraged on site as well as employment generating uses. To assist in the understanding of the opportunity for mixed use possible uses are listed below. It must be noted that list is not exhaustive and the Council will encourage further innovative approaches to economic development. For the avoidance of doubt residential proposals will not be considered acceptable.

Possible Uses

- Neighbourhood Retail including food store (Class 1)
- Storage and distribution (Class 6)
- Business Premises (Class 2)
- Hotel (Class 7)
- Restaurant / Drive-thru restaurant (Class 3)
- Nursery / day centre (Class 10)
- Offices (class 4)
- Indoor or outdoor sports (Class 11)
- General Industrial (Class 5)
- Motor Trade Showroom (Sui Generis)

The neighbourhood retail including possible food store use would be subject to compliance with Policy SG7: Town and Neighbourhood Uses and Strategic Policy 2 of the emerging LDP to ensure that there will be no significant individual or cumulative adverse impact on the vitality and viability of town and neighbourhood centres.

Green & Water Environment

Green Network – The site is located at the urban fringe and is bound on 3 sides by land designated as green network or of landscape importance and along its eastern boundary by the Levern Water creating a unique setting to the site, presenting an opportunity to enhance and integrate the green network through the site to local communities. The Waterworks Project on the northern boundary of the site has started this process through the reclamation of the derelict site for a community garden. The green network is a local network of natural, semi- natural and manmade greenspace, active travel and recreational routes, water courses and other habitats. Development proposals should recognise this unique setting and the opportunity provided by the site to extend and connect the green network. This can be achieved through areas of multi-functional Green Network that can incorporate SUDs, footpath links, increase biodiversity, water runoff and have community benefits by providing open space, access through the site and opportunities for social connections.

Open space – The primarily commercial and employment generating use of the site does not mean that the importance of open space in the creation of place should be ignored. The provision of multi-functional green network connections within the green network strategy would contribute to ensuring the place has a distinctive character that encourages its use.

SUDs – Use of Sustainable Urban Drainage mixed with Green Network will introduce green areas within the site. The use of swales and ditches as a means of storm water drainage, permeable surface in areas such as driveways and landscaping can add to this further.

Water Environment - The Levern Water on the eastern boundary presents an opportunity to integrate the development with the natural environment through the development creating access to the area, taking advantage of the setting through layout and design and encouraging its active use. The Levern Water runs through the centre of Barrhead from west to east forming an identifiable natural feature that will link the character of the site to the identity of Barrhead. The Council will encourage development proposals that include enhancements to the water environment.

Flood Risk – A detailed flood risk assessment was carried out in 2008 and identified an area of land within the former Scottish Water site that is within the 1:200 year floodplain. The developable area demonstrated within the development framework takes account of this flood plain which is excluded from development.

Movement and accessibility

Public Transport– There are several bus stops on Glasgow Road that are well served by between 5 and 17 buses serving each between 7am and 10am on weekdays. Barrhead Train Station, which is on the Glasgow to Kilmarnock line, is located approximately 1.3km from the site and is accessible along public footpaths.

Pedestrians – Whilst the site is located at the urban edge its situation provides the opportunity to create new and enhanced existing footpath links to communities within Barrhead and Glasgow City Council. An extension to the Lavern Water walkway, along the waters edge, will link the footpath networks to the north and south of the site. This will connect the site to the wider community, services within the town centre and public transport. Pedestrian access should be extended through the site to Crossmills Business Park and the Waterworks project.

Cycling – The extension and linking of the Lavern Water walkway through the site with the surrounding path network will make the site accessible to cyclists on path networks from a number of areas within Barrhead and Glasgow City Council. The provision of the link will enhance the existing path network.

Vehicular access– Vehicular access will be taken from the new access roundabout at the junction of Glasgow Road and Blackbyres Road. The opportunity to link the vehicular access between the site and Crossmills Business Park is encouraged. The existing vehicular access from Glasgow Road will not be required due to the new roundabout and should be closed.

Road Network – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout is being constructed by the Council at the junction of Blackbyres Road / Glasgow Road that has capacity to manage the developments proposed in the Barrhead North SDO. Consideration must be given to the road network to the west of the site at the earliest stage. In particular assessment of the possible need for junction improvements at Blackbyres Road / Grahamston Road must be discussed with the Councils Roads Service to inform the master plan SPG.

Place-making and Design

Quality and Character – The former Nestle site has been a blight on Barrhead and in particular the adjacent community of Dunterlie for a decade. The demolition of the derelict buildings has removed the immediate visual blight however an unused vacant site at a gateway to Barrhead still raises negative perceptions. Whilst bringing the site back into productive use is key to addressing issues of perception the redevelopment strategy for the site creates the opportunity to enhance perception through positive design.

Gateway to Barrhead – Glasgow Road corridor is a main vehicular access route into Barrhead and also has the raised rail line running from Kilmarnock to Glasgow on its northern boundary. First impressions of Barrhead by road or rail from the north are currently poor. There is potential to use careful design and landscaping to change impressions and advertise Barrhead as a transformed place. The design and orientation of buildings to address Glasgow Road complemented by a landscape strategy that enhances the Glasgow Road Corridor will be required to ensure this key frontage provides a welcoming first impression of Barrhead. A gateway feature, possibly an appropriate form of public art, will be encouraged at the site entrance.

Public Art - Public art will be encouraged should be incorporated as an integral part of the 'Gateway to Barrhead' design concept. This can range from simple ideas such as signage – signage can act as a unifying element and assist with integration across the development. Signature pieces can be considered that will add an overall theme to the development. It should aid with legibility of spaces, understanding of the area and add to the creation of place. There is no prescription attached to the requirement for public art but the Council will work with developers to discuss and agree how and where public art can be incorporated. Special consideration should be given to the incorporation of elements of environmental art as an integral part of the green network. Images below provided by SNH:



Focal points – The Green Belt and Green Network can add character to the development. Multi-purpose green links and spaces can create focal points. Natural features such as trees and hedgerows can create a gateway to the development whilst interfacing with the Green Belt to the north. Building heights, enclosure and materials can be used to enhance sense of place and user experience.

Views – The eastern sections of the site should take advantage of views across the Lavern Water towards open fields.

Integration – The site is located on the urban / rural fringe however it is adjacent to a residential area and has strong access links through public transport and path networks to other communities. Suitable uses and positive design will deliver benefits to the wider area and strengthen neighbouring communities and Barrhead as a whole.

Change and community benefits

Perceptions – Master planning gives an opportunity to engage with the local community at an early stage. Community engagement can take many forms but providing understandable information will be key. It has been found that when communities are informed early and feel like they have been involved, they are often more supportive overall. More tolerance at construction stages can be an added advantage.

Employment & Investment – The priority objective of the Council’s Economic Strategy ‘Place to Grow’ is to create a vibrant and sustainable local economy. A mixed use development of this scale would support a dynamic and competitive local economy providing local jobs and creating inward investment opportunities. Through the Place to Grow strategy the Council offers comprehensive business support with a full recruitment service, training opportunities, funding and grant access and procurement support. Support is also provided to local individuals to develop their skills to match local opportunities. Development proposals are encouraged to engage with the Place to Grow strategy at the earliest stage to maximise the benefits to be realised by the strategy.

Community Benefits –The developers should remain aware that the Council can offer a package of measures to support training and employment initiatives. With a land release of this size, it is anticipated that local people can benefit through the construction phase through access to employment opportunities. This should be discussed with the Council at an early stage in the process to ensure that best use is made of available support measures and that developers fully accord with the aim of ensuring opportunities are available to local people.

East Renfrewshire Council is seeking the widest possible community benefit from its Strategic Development Opportunities and from the opportunities provided in the Local Development Plan in general. Community benefit in this sense includes the availability of jobs and training for local people, and the opportunities for local contractors and companies in the construction and maintenance of new development. An economic impact assessment has been carried out by Biggar Economics for the Council that shows that the Strategic Development Opportunities together with other proposed developments in the LDP could create in the region of 1,000 jobs for East Renfrewshire as well as additional jobs across the city region and Scotland over ten years.

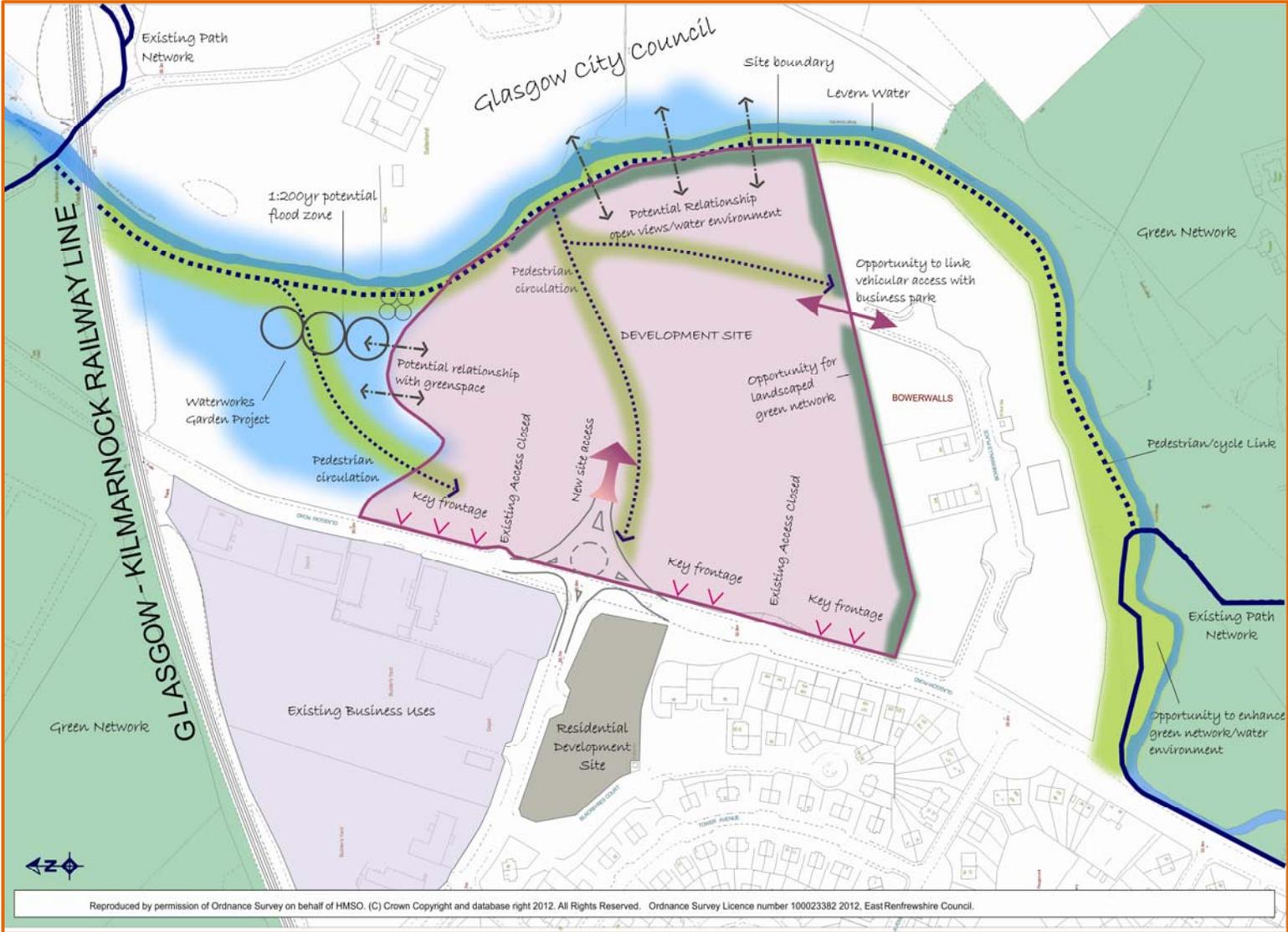
Consequently, it will be a requirement of developers, contractors and companies locating in East Renfrewshire that they contribute to economic and social growth by providing targeted jobs and training as well as sub-contract and supply opportunities. This will include working with East Renfrewshire on identifying job opportunities on site, notifying East Renfrewshire Council of planned recruitment, ensuring a percentage minimum of all employed people on site are filled by candidates supplied by the Council's employability service and, particularly for construction programmes, providing a reasonable length of work experience on site.

The Council will facilitate and support this process through Place to Work; an employer network that provides a co-ordinated, single point of contact for local businesses to access growth advice and support and for individuals looking to grow their career. Local employers are encouraged to recruit from within East Renfrewshire and in return are provided with access to business advice, funding and support. More information is available from

[Place to Grow, Invest, Work, Live and Explore East Renfrewshire.](#)



Figure 4: Development Opportunities



SITE SPECIFIC DEVELOPMENT PRINCIPLES

1. Create a distinctive and welcoming frontage to Glasgow Road
2. Maximise integration and connectivity with existing path networks
3. Promote a positive sense of place with potential to encourage social and economic activity
4. Integrate with wider Green Network
5. Provide access to the Waterworks Project
6. Improve access to and environment of Levern Water

DEVELOPMENT OUTCOMES AND INFRASTRUCTURE REQUIREMENTS

1. Create an area of sustainable economic development
2. Encourage inward investment
3. Generate employment opportunities that are accessible to local communities
4. Transform a prominent area of vacant and derelict land ,which has blighted the Glasgow Road Corridor, into productive use



PART 3:

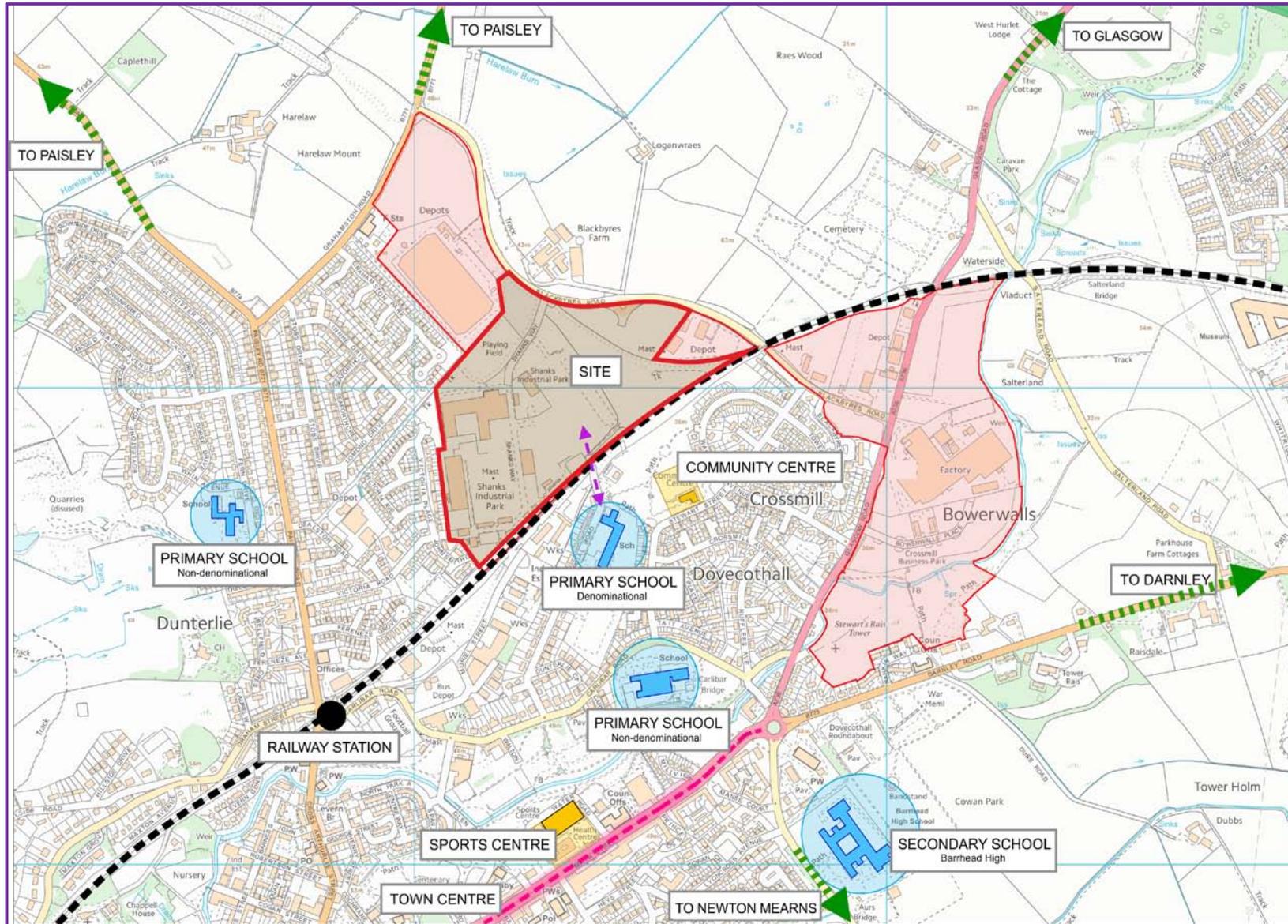
SHANKS PARK

CONTEXT

The Shanks site is the largest single site within the Barrhead North master plan area. It is described in the Local Development Plan as a significant area of derelict and contaminated land in a strategic location. It has been designated within the emerging LDP as a residential development to deliver a range of types and tenures including affordable. The plan calls for a remediation strategy to address contamination, improvements to environmental quality and potential community and leisure facilities. It gives it an estimated capacity of 400 plus homes based on standard densities, but could potentially accommodate more through a mixed range of types and tenures.



Figure 5: Site Context

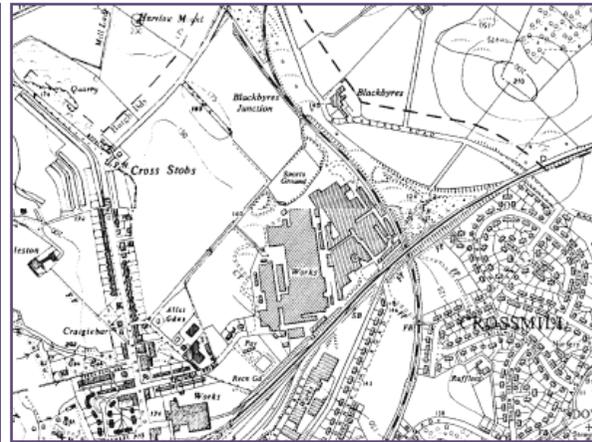
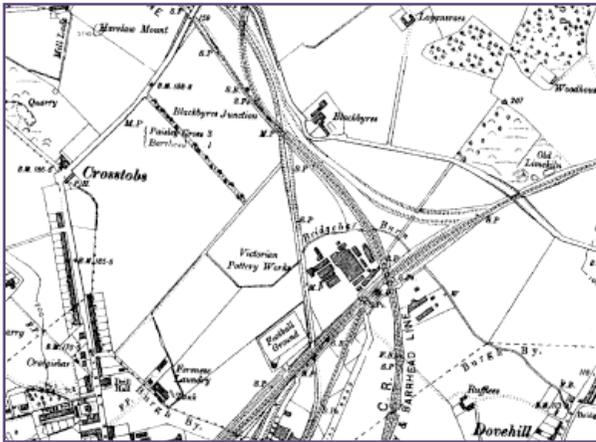


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SITE HISTORY

The area of Shanks was in use for many years as the main works of sanitary ware company Shanks and is of great importance in the history of Barrhead. The site changed from farmland in 1900 and grew substantially over the years making and manufacturing the pottery, stoneware, brass and iron, chromium and tin as well as munitions work during the Second World War. At its peak the company was highly successful employing much of the local population and even making fittings for bathrooms of the Titanic. The brand 'Shanks' (latterly Armitage Shanks) was known worldwide. Over time however, work at the site declined as a result of changing needs, technological advances, company takeovers and mergers. The site ceased production in 1992 leaving a large vacant and contaminated site and several hundred people without jobs.

Following the closure the site was never fully used at such a scale again. A new industrial estate failed to become a reality with the only exception being the W.G. Renfrew factory built in 2005 and several other small scale uses. In recent years problems of crime and vandalism have become very apparent particularly to the residential uses neighbouring the site. These problems and the recognition of the historic difficulties in attracting new businesses to the site, has led to the planned change from industrial to residential. As part of this process the Council have enabled the clearing of unused buildings on the site through the purchase of land and relocation of users. As the site currently stands most derelict and unused structures have been demolished and site clearance is underway.



SITE DESCRIPTION

The Shanks site covers an area of over 17 hectares (42 acres). It can be considered roughly triangular in shape with the western side bounded by the raised railway line and beyond residential, green space and a small industrial area. The western side backs onto residential properties and the northern side to the Blackbyres Road and Green Belt beyond.

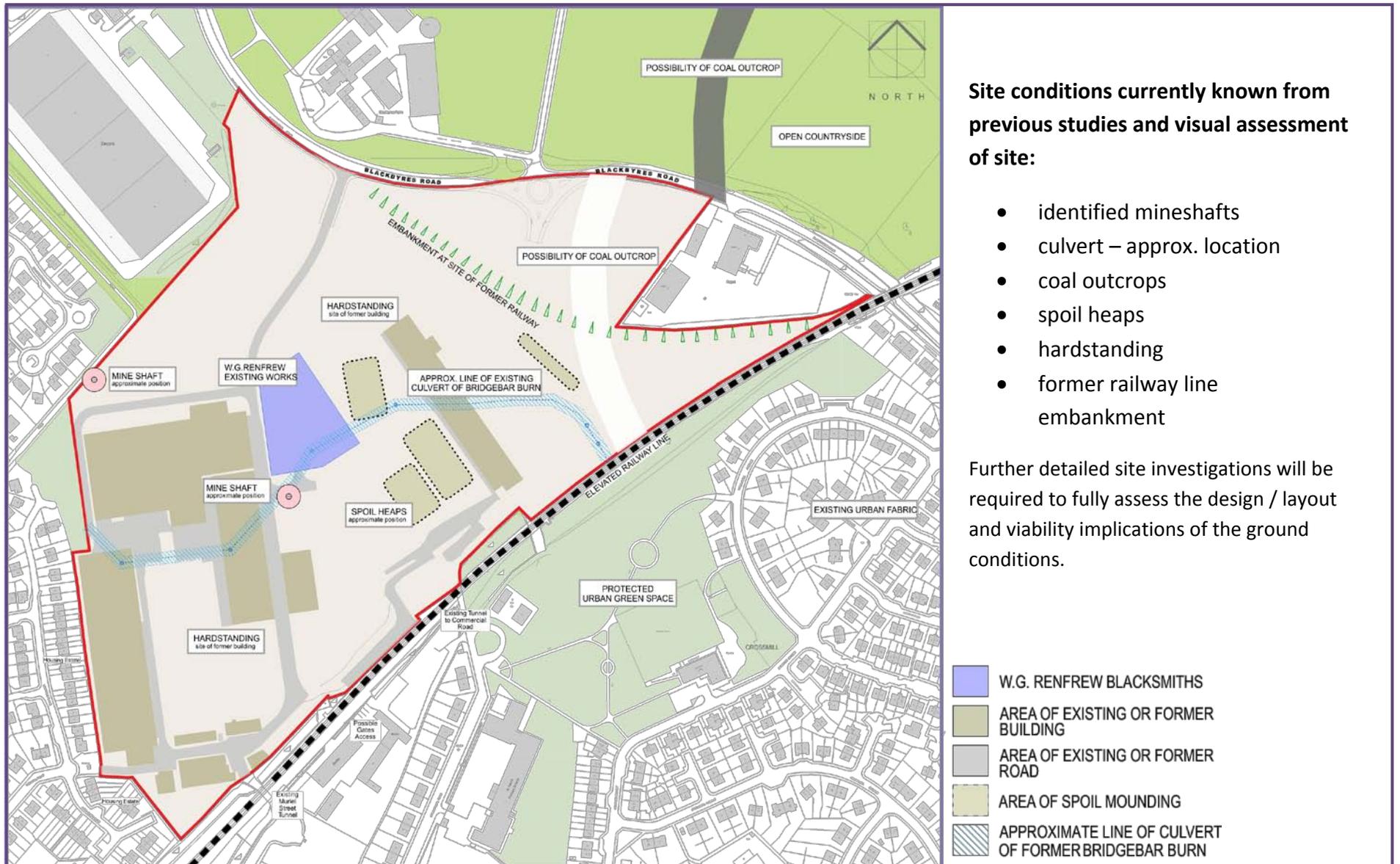
The site is largely flat land with few remaining natural features. There are several areas of bunding particularly towards the railway line, partial remaining structures, mounds of rubble and remnants of previous uses including pottery and ceramics. The majority of the buildings on the site have been demolished. There is one business (WG Renfrew) still operating from premises within the site. The Council has retained a serviced plot within Crossmill Business Park to accommodate the relocation of this business.

Contamination of the site is considered highly likely. This has been indicated, through previous studies, to occur in many places across the site as a result of the former uses. Former mine workings, coal outcrops and culverts have also been indicated.

The site is well connected to the built up area of Barrhead with strong potential for pedestrian and cycle links across the site. Access to the site by vehicle is currently limited to Shanks Way. A roundabout was constructed on Blackbyres Road by the Council to serve the site and encourage development. There is currently a vehicular access up to the railway line from within the site.



Figure 6: Ground Conditions



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Figure 7: Constraints



Constraints to be considered during layout option appraisals:

- mineshafts
- culvert
- neighbouring commercial premises
- existing rail line
- pedestrian access beneath rail line
- substation

OPPORTUNITIES

Green Infrastructure

Local Green Network – Land bordering the site on two sides and land on-site along the railway line is designated as Green Network and there is great opportunity to extend this further into the site adding character and functionality. Areas of multi-functional Green Network can incorporate SUDs, footpath links, increase biodiversity, water runoff and have community benefits by providing open space, access through the site and opportunities for social connections.

Wider Green Network - The Green Network connects green space at Shanks within Barrhead and to the wider area. An enhanced Green Network with footpath links will encourage sustainable travel and provide access to other areas of open space whilst connecting communities and enhancing biodiversity. There are on-going plans in the area for further enhancement and connections which the site can feed into.

Open space – The scale of the site means that open space on site would be beneficial to the residents and could act as a central focus within the new community. The on-site open space provision will have to comply with the placemaking and design policies of the emerging LDP. Connections to existing open spaces near the site include Crossmill Park which can potentially be accessed via the railway tunnels (there is potential for enhancement of these too) and connections to open spaces including Carlibar Park, Cowan Park and the new community open space being created at the Scottish Water site. This can be achieved as part of enhanced Green Network connections.

SUDs – Use of Sustainable Drainage systems mixed with Green Network will introduce green areas within the site. The use of swales and ditches as a means of storm water drainage, permeable surface in areas such as driveways and landscaping can add to this further. There are indications of an underground culvert running through the centre of the site and opportunities to integrate this with Green Network, open space and SUDs can be explored.

Trees - The site is adjoined by a group of trees covered by a Tree Preservation Order which align with a right of way. Introducing further trees and plants connecting from this route can be looked at as part of a wider strategy to reintroduce plants and trees to the site. Studies have shown that plant growth is currently inhibited by contamination but this could be reversed signifying that the site has been remediated.

Temporary and advanced greening - The Council encourages environmental improvements within the site in anticipation of future development. The implementation of advanced landscaping and clearance of the site would improve the site's condition, remove an element of blight and

provide the opportunity for landscaping to have matured prior to occupation of residential properties.

Movement and connections

Minimising car use – Barrhead Train Station and a number of frequent bus services are within 500m to 1km of the site as well as being in close proximity to Barrhead town centre, shops, schools and services. Developing convenient, attractive and safe routes where pedestrians and cyclists have priority will encourage new residents to use these services and make them less likely to use private cars for every journey.

Convenient connections – The site has two railway tunnels; these can provide important pedestrian access to the wider community, services, public transport and schools. Planning routes that take account of the tunnels and enhancing them through careful design such as use of lighting and appropriate materials will improve connectivity, encourage walking and make them feel safer.

Pedestrians – There are a number of formal and informal routes in and around the site, a public right of way in the west corner of the site and several desire lines from neighbouring residential areas across the site to schools and other areas. The site offers opportunity to enhance these links, make them safer and create additional links to encourage walking and integration within Barrhead.

Cycling – Cycle routes should be accommodated alongside key vehicular routes and pedestrian links. Access to nearby national and local cycle routes should be explored, including the nearby link to Barrhead Railway Station.

Vehicular Access and Road Layout – The primary access to the site should be taken off the roundabout on Blackbyres Road. There is also the opportunity to take vehicular access from the existing access point on Blackbyres Road and to form a new access from the residential area to the southern edge of the site at Victoria Road. The design of the internal road layout and streets should comply with “Designing Places” and “Designing Streets”.

Road Network – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout is being constructed by the Council at the junction of Blackbyres Road / Glasgow Road that has capacity to manage the developments proposed in the Barrhead North SDO. Consideration must be given to the road network to the west of the site at the earliest stage. In particular, assessment of the possible need for junction improvements at Blackbyres Road / Grahamston Road must be discussed with the Council’s Roads Service to inform the master plan / SPG.

Place-making and Design

Quality and Character – The Shanks site has many negative perceptions and there is the opportunity to turn these around through positive design. This can be achieved by going beyond standardised housing estate norms; creating a place that is green, alive with detail, connections and with desirable, efficient houses. It will become somewhere where people aspire to live, changing perceptions and opinions.

Focal points – The Green Belt and Green Network can add character to the development. Multi-purpose green links and spaces can create focal points. Natural features such as trees and hedgerows can create a gateway to the development whilst interfacing with the Green Belt to the north. Building heights, enclosure and materials can be used to enhance sense of place and user experience.

Legibility – The site is currently a large relatively flat area, introducing natural features, key buildings and a hierarchy of spaces and streets that are rich and varied and connected to the wider area, will aid integration and contribute to a successful sustainable place.

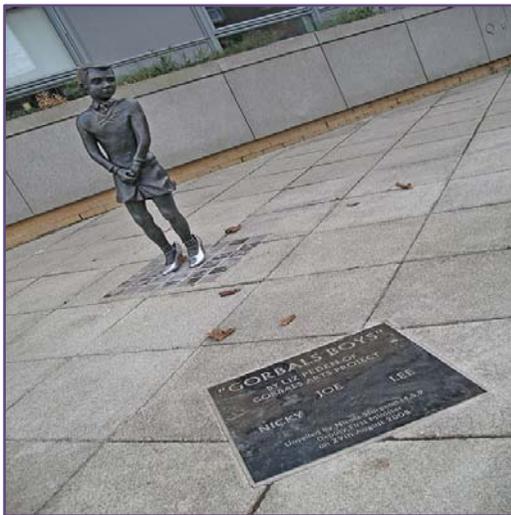
Gateway to Barrhead - The trains running from Kilmarnock to Glasgow and beyond frequently pass the Shanks site, yet first impressions of Barrhead from this route are currently poor. There is potential to use careful design and landscaping to change impressions and advertise Barrhead as a transformed place. The design and landscaping can have a dual purpose to protect new residents from any noise or amenity problems from the line.

Views – The northern section of the site can take advantage of views across the Green Belt using orientation of houses and scaled building heights. Frontage to Blackbyres Road will create a welcoming character to the development providing an identity to the northern edge of Barrhead. Access from Blackbyres Road will be limited to the main vehicular access routes, driveway access will not be acceptable.

Designing out Crime – In recent years crime has become an issue for the Shanks site. Design of the development should subtly discourage crime, for example, by ensuring spaces and routes are well overlooked and well used as this can minimise risk and perception of crime and, through time can change this reputation.

Public Art - Public art should be incorporated as an integral part of the design concept and not added as an afterthought. This can range from simple ideas such as signage – signage can act as a unifying element and assist with integration across the development. Signature pieces can be considered that will add an overall theme to the development. It should aid with legibility of spaces, understanding of the area and add to the creation of place. There is no prescription attached to the requirement for public art but the Council will work with developers to discuss and agree how and where public art can be incorporated.

The regeneration of Queen Elizabeth Square, Glasgow typifies the impact public art can have. Images shown below:



'Gorbals boys' – Sculpture capturing the history and spirit of the place.

Change and Community benefits

Perceptions – Master planning gives an opportunity to engage with the local community at an early stage. Community engagement can take many forms but providing understandable information will be key. It has been found that when communities are informed early and feel like they have been involved, they are often more supportive overall. More tolerance at construction stages can be an added advantage.

Integration – The Shanks site is enclosed by residential areas with different characters. Development and linkages can have benefits in the wider area and strengthen communities and Barrhead as a whole.

Remediation – There are many areas of the site which are known or suspected of, suffering from contamination and some areas of possible mine working. The master plan presents the opportunity to identify exactly where these areas are located and any risks they may pose, and then implement a strategy to remediate them.

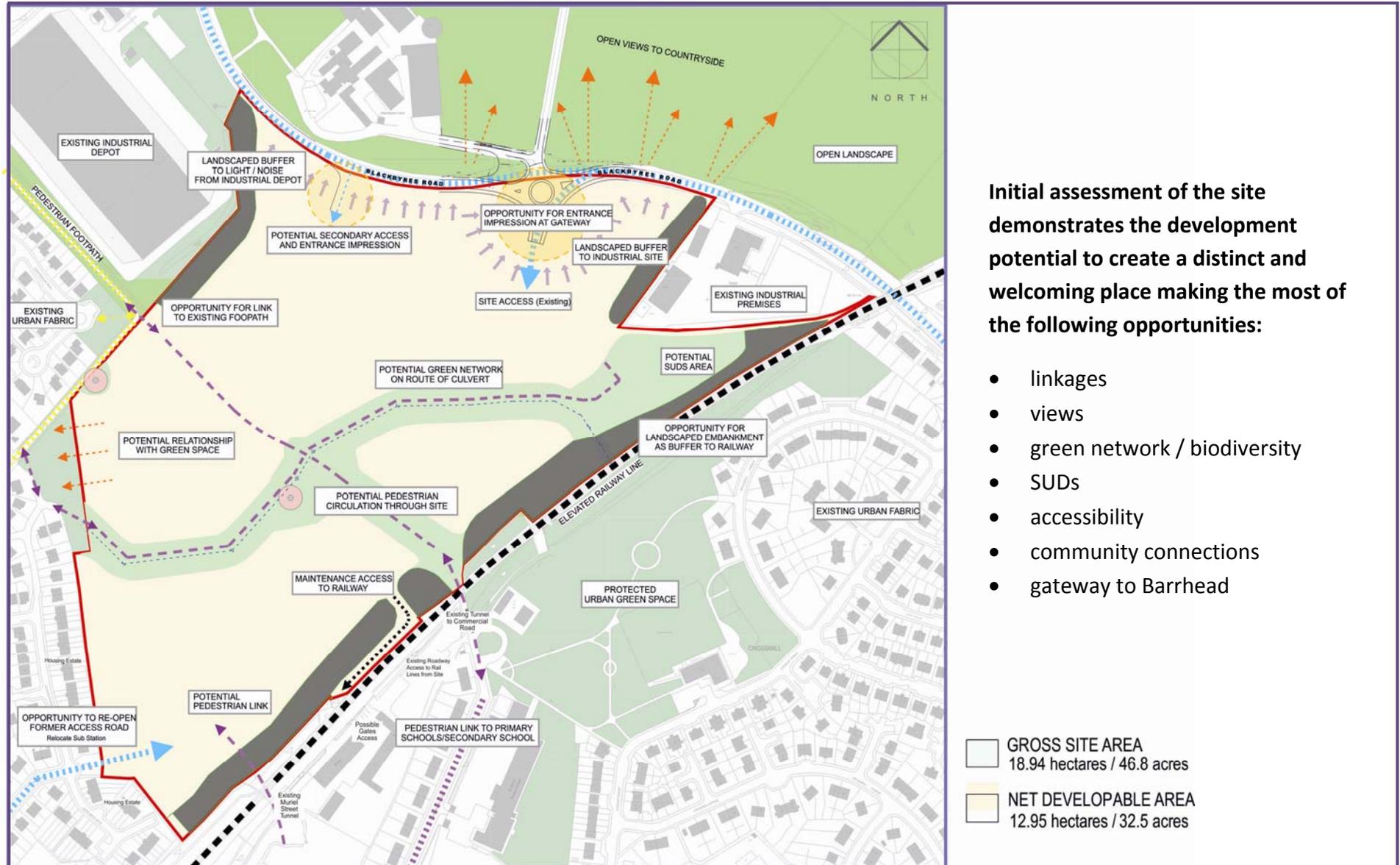
Community Benefits - The developers should remain aware that the Council can offer a package of measures to support training and employment initiatives. With a land release of this size, it is anticipated that local people can benefit through the construction phase through access to employment opportunities. This should be discussed with the Council at an early stage in the process to ensure that best use is made of available support measures and that developers fully accord with the aim of ensuring opportunities are available to local people.

East Renfrewshire Council is seeking the widest possible community benefit from its Strategic Development Opportunities and from the opportunities provided in the Local Development Plan in general. Community benefit in this sense includes the availability of jobs and training for local people, and the opportunities for local contractors and companies in the construction and maintenance of new development. An economic impact assessment has been carried out by Biggar Economics for the Council that shows that the Strategic Development Opportunities together with other proposed developments in the LDP could create in the region of 1,000 jobs for East Renfrewshire as well as additional jobs across the city region and Scotland over ten years.

Consequently, it will be a requirement of developers, contractors and companies locating in East Renfrewshire that they contribute to economic and social growth by providing targeted jobs and training as well as sub-contract and supply opportunities. This will include working with East Renfrewshire on identifying job opportunities on site, notifying East Renfrewshire Council of planned recruitment, ensuring a percentage minimum of all employed people on site are filled by candidates supplied by the Council's employability service and, particularly for construction programmes, providing a reasonable length of work experience on site.

The Council will facilitate and support this process through Place to Work; an employer network that provides a co-ordinated, single point of contact for local businesses to access growth advice and support and for individuals looking to grow their career. Local employers are encouraged to recruit from within East Renfrewshire and in return are provided with access to business advice, funding and support. More information is available from [Place to Grow, Invest, Work, Live and Explore East Renfrewshire](#).

Figure 9: Opportunities



Initial assessment of the site demonstrates the development potential to create a distinct and welcoming place making the most of the following opportunities:

- linkages
- views
- green network / biodiversity
- SUDs
- accessibility
- community connections
- gateway to Barrhead

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AFFORDABLE HOUSING & DEVELOPMENT CONTRIBUTIONS

Affordable Housing

The Council's affordable housing policy, Policy SG5, requires a minimum 25% affordable housing contribution from developments of 4 or more residential dwellings. This requirement is in addition to Policy SG4 'Housing Mix' of the Proposed Local Development Plan, which requires housing proposals to include properties suitably designed and of a size and type to meet the needs of a range of households within the area, including older people and those with a disability. This is an important factor in delivering mixed and inclusive communities.

Proposed LDP Policy SG5: Affordable Housing

'Throughout East Renfrewshire, where planning permission is sought for residential developments of 4 or more dwellings, including conversions, the Council will require provision to be made for a minimum 25% affordable housing contribution. This contribution may be made on site; or by means of a commuted sum payment; or off site. The affordable housing should be well integrated into the overall development. For all proposals viability will be a key consideration when determining the suitable level of contributions. All proposals will require to comply with Strategic Policy 2 and Policy D1.'

Further detailed information and guidance is provided in the Affordable Housing Supplementary Planning Guidance.

This master plan area has potential to accommodate approximately 400-450 homes. The 25% requirement will be applied to the final number of residential dwellings that are proposed, however by way of example; the application of the affordable housing policy to approximately 450 homes would mean that approx 113 of these should be affordable. Whilst the quantum of provision is important the integration of affordable housing within the overall development through appropriate design and setting is critical in ensuring successful delivery.

Details of the affordable housing provision for the site will be provided in the master plan SPG following discussion with developers and the Council housing service.

Development Contributions

The Council's development contributions policy, Strategic Policy 3, details the Council's wish to secure community infrastructure and environmental benefits arising from new developments to mitigate their impacts. The policy makes specific reference to the master plan areas and the requirement to consider cumulative impact with further detail information and guidance provided in the Development Contributions Supplementary Planning Guidance.

Proposed LDP
Strategic Policy 3:
Development Contribution
'Extract'

'The master plans for the areas of change are required to identify the infrastructure requirements and development contribution required to support development. The master plans should identify how the infrastructure or services will be delivered to support the proposed development.'

Further detailed information and guidance is provided in the Development Contributions Supplementary Planning Guidance.

Viability is a key consideration when determining the suitable level of development contributions and the Council is committed to working with developers on this site to ensure a viable development is maintained and delivered. Policy M3 identifies the priorities within Shanks Park as the delivery of a mixed housing development, implementation of an appropriate remediation strategy to address any contamination issues and the promotion of temporary and advanced greening of the area to improve the environmental quality of the site. Development contributions may be required over and above these priorities to address impacts on the Education estate, community facilities, parks and open space and sports facilities and paths and green networks. It is also expected that the development proposal will enable community benefits through the Council's Place to Work strategy.

The detailed work to be undertaken at the master plan SPG stage should allow the developments overall development viability to be robustly tested and the level of development contributions, if required, to be agreed.

SITE SPECIFIC DEVELOPMENT PRINCIPLES

1. Integrate with existing community by provision of pedestrian, cycle and vehicle links throughout the development to minimise car use
2. Support existing facilities by giving safe and convenient routes along desire lines to open space, schools, railway station and Barrhead town centre
3. Provide areas of green space, SUDs and Green Network through site with linked community access
4. Integrate with wider Green Network and green spaces
5. Create an attractive, inspiring and positive environment through the character of places and buildings
6. Provide a range of homes of different sizes, types and tenures
7. Neutralise contamination and protect amenity from neighbouring uses
8. Create a hierarchy of streets and spaces aiding legibility and sense of place
9. Provide a gateway to Barrhead from the railway line and transition to Blackbyres Road fronting Green Belt
10. Utilise existing railway underpasses for linkages and improving the appearance and feeling of safety

DEVELOPMENT OUTCOMES AND INFRASTRUCTURE REQUIREMENTS

1. Identification and remediation of contaminated areas
2. Ensure impact of development on local services including education is mitigated through development contributions
3. Affordable housing within a mix of housing provision
4. Ensure capacity of local road network to accommodate development



PART 4:

'BUNZL' GRAHAMSTON ROAD/BLACKBYRES ROAD SITE

CONTEXT AND SITE HISTORY

The Grahamston Road and Blackbyres Road site sits to the north west edge of the Barrhead North Master Plan area and is also known as the 'Bunzl' site. The site is owned by Bunzl Plc. and was previously held by the company as an area for potential expansion. It has been designated as an area for business and industry within various Local Plans. The site however, remains undeveloped and although a brownfield site, its former use has only been to accommodate railway lines. These railway lines became disused and were removed as far back as the 1960s. Low level scrubland, bushes and grass are all the site accommodates presently.

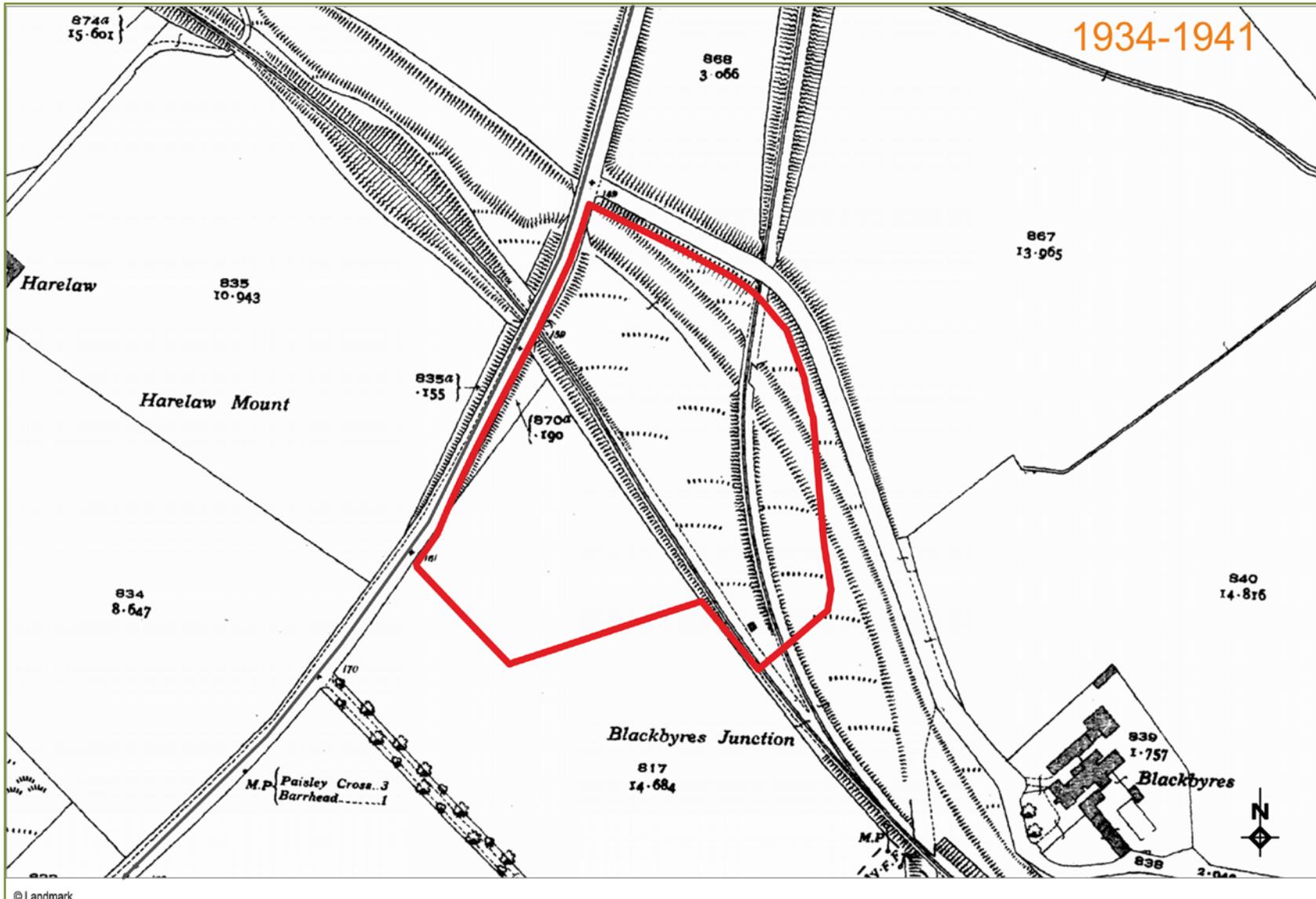
SITE DESCRIPTION

The site sits at the junction of Grahamston and Blackbyres Roads on the edge of Barrhead and has development on two of its sides. The southern edge of the site adjoins a large distribution warehouse, previously owned by Bunzl. To the south west sits Barrhead Fire Station. The North West and North East sides are bounded by the roads but beyond is Green Belt land leading towards Paisley and suburban Glasgow.

The site is approximately 3.79 hectares and is largely level ground with some banking towards the Fire Station and road edges. Desktop based studies show a potential coal outcrop and there is potential for contamination associated with the original railway tracks but it is considered that these elements can be satisfactorily dealt with. In the emerging LDP the site is designated under SG6.5 as a safeguarded business and employment area.



Figure 10: Historic Map showing the Bunzl Site (1934 1941)



OPPORTUNITIES

Use

The main aim of the Strategic Development Opportunity - policy M3 within the proposed Local Development Plan is to enable the regeneration of important, disused sites in the north of Barrhead. The Bunzl site is one that, with an appropriate approach, can be brought into productive use over the long term providing the opportunity to contribute to the wider regeneration of Barrhead.

As the site has remained unused for many decades it is considered that a flexible approach is required to realise development. The site has been allocated in two previous Local Plans and for some time before, for business/industrial use, but has never been developed or generated significant developer interest. It is now considered unrealistic to see large format employment development such as further warehousing or large scale offices on the site, and in any case these uses are better placed within Glasgow Road corridor area of the SDO. There lies much potential in the site to provide alternative employment uses mixed with some enabling development including the possibility of residential development.

The Local Development Plan recognises the issue of ineffective employment land within the Strategic Development Opportunity area and within the context of Economic Development Policy SG6. SG6 provides for a flexible site specific approach stating exceptions to non-employment generating development on safeguarded business and employment areas.

Proposed LDP Policy SG6: Economic Development 'Extract'

'The Council seeks to safeguard business and employment areas listed in Schedule 12. In association with the local business community and other relevant agencies the Council will seek to enhance the quality of existing employment areas.'

Proposals for non-employment generating development including housing on the safeguarded business and employment areas will not be supported, except where:

- There is no current or likely future demand for employment uses on the land:*
- It can be demonstrated that the site or premises are not reasonably capable of being used or redeveloped for employment purposes: or*
- Where development would bring wider economic, environmental, community or amenity benefits.'*

The Council recognises that a flexible approach will have to be taken to realise the development of the Bunzl site including consideration of an element of non-employment generating uses to enable innovative approaches to employment. Its context as part of the SDO reinforces the importance of a progressive approach to the site. Currently, there is opportunity and interest in development of a mixed-use site consisting of small and medium scale class 4 employment, Live/Work units and residential.

Barrhead is well placed for the Live/Work concept which is defined as a purpose built space that clearly separates living and working areas with a separate access, facilities etc. The separation provides a distinct business environment for the worker and any visiting clients. Live/Work comes in a variety of forms but is generally a house with an adjoining or adjacent unit used for a business. Many different forms of business can be accommodated, though generally they consist of self employed individuals. Clusters of Live/Work units provide an appropriate business environment and allow support between residents. Combined with separate small and medium business units on site this can allow business to grow. The mix of uses on this site in Barrhead can attract a diverse range of users supporting the larger regeneration and employment opportunities in the area. It is expected that the development proposal will enable community benefits through the Council's Place to Work strategy.

The master planning exercise to take place will explore different scenarios for development in more detail. The development framework defines potential uses but does not preclude other potential uses for the site. Should residential uses be considered appropriate within sections of the site the proposal would have to comply with the Council's affordable housing and development contributions policies.

Physical

In many ways regardless of end use, the physical nature of the Bunzl site will require to address the same key opportunities. These are set out below.

Gateway - One of the key opportunities of the site lies in its position at the north west tip of Barrhead, specifically the site can act as an important gateway to a revitalised Barrhead. Presenting an attractive edge to Grahamston and Blackbyres Roads with built form and landscape

Road Network – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout is being constructed by the Council at the junction of Blackbyres Road / Glasgow Road that has capacity to manage the developments proposed in the Barrhead North SDO. In particular, assessment of the possible need for junction improvements at Blackbyres Road / Grahamston Road must be discussed with the Council’s Roads Service to inform the master plan / SPG.

Transition - from the open countryside/Green Belt separating settlements to the built up area of Barrhead.

Views – utilising the views across the countryside from key spaces and buildings

Connections – providing links between existing residential and employment areas to the site

Right of way – provide obvious and convenient pedestrian and cycle connections to the right of way linking the site to the Shanks site and the new routes and Green Network connections created.

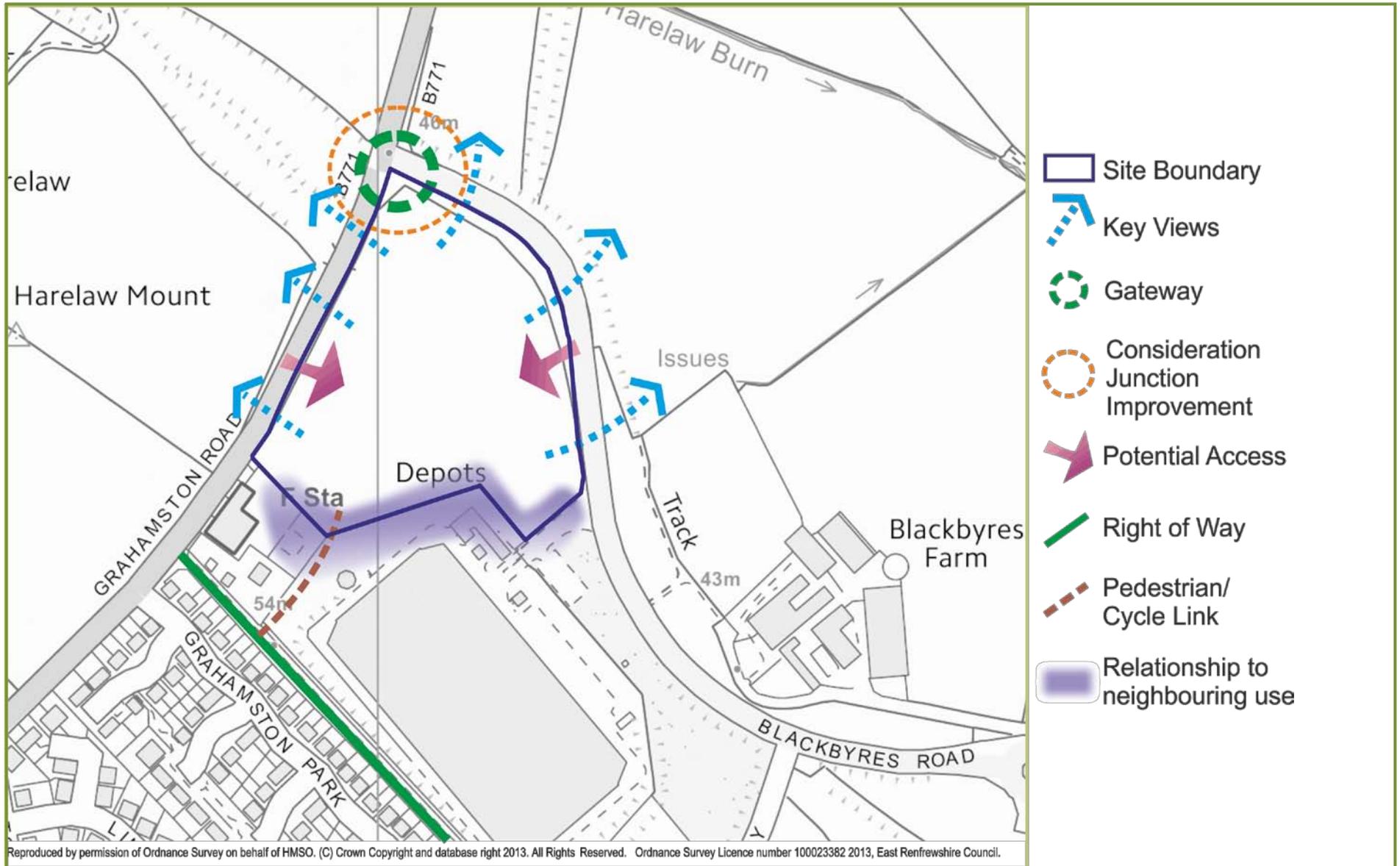
Green spaces – mature trees and planting exist in some areas of the site and should be retained in areas to create an attractive environment, open space and separation from uses where required.

Inspiration - The unique nature of Live/Work development in Scotland presents an opportunity for original architecture and layout creating an inspirational and revitalised feel and unique sense of place

Layout – the use of Designing Streets principles combined with mixed-use buildings will further add to the character of the place.

Community – the cluster Live/Work and small business premises can support a community of shared and business interest.

Figure 11: Opportunities



SITE SPECIFIC DEVELOPMENT PRINCIPLES

1. Create a gateway into Barrhead from the north
2. Return an unproductive brownfield site into a desirable use that contributes to the economy of Barrhead
3. Create a mix of small and medium scale employment opportunities
4. Facilitate access and linkages to and from the site within the wider area
5. Retain and create green assets and spaces

DEVELOPMENT OUTCOMES AND INFRASTRUCTURE REQUIREMENTS

1. Ensure capacity of local road network to accommodate development
2. Remediation of areas of historic railway
3. Positive use of stalled development site
4. Ensure impact of development on local services is mitigated through development contributions.



PART 5:

NEXT STEPS

NEXT STEPS

The Council is keen to ensure a clear process is followed, that the local community is allowed time to comment and to engage with the process and for master plans to be developed in line with this Framework and taking on board community comments and concerns.

Following consideration by the Council, this process of engagement should commence, allowing master plan(s) to be prepared. The master plan(s) will form the basis of Supplementary Planning Guidance (SPG) and also form the basis of subsequent planning applications. This framework sets the development principles to be considered in the formation of the master plans and it is recognised that further studies will be required to inform the SPG in order to address possible cumulative impacts and further inform site specific master plans. Studies that will be considered to progress master plans include transport / junction assessments, retail capacity assessment, service assessments, site investigations, ecological and archaeological assessments. This list is not exhaustive and discussions with land owners will continue to encourage positive progress of these in the preparation of the master plans. This will require investment from land owners and it is the intention that detailed analysis within the SPG would create commercial certainty regarding development potential, development contributions and the statutory consents process. Legal advice will inform how matters are then taken forward to ensure the process is reasonable, fair and effective.

Developers must also comply with Environmental Impact Assessment requirements and ensure any required mitigation measures are addressed.

